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PROCEEDINGS

AND

CIRCULARS

OF THE

JOINT EXECUTIVE COMMITTEE,

1882.



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For your private information—not to be published.

CIRCULAR NO. 305.

Issued January 13, 1882.

Minutes of a Conference between Mr. Geo. R. Blanchard, V. P. N. Y., L. E. & W. R.R., and Mr. H. J. Hayden, Traf. Mgr. N. Y. C. & H. R. R.R., held at the office of the Commissioner, Thursday, January 12, 1882.

There were also present :

Mr. R. L. Crawford, G. E. Agt. N. Y. C. & H. R. R.R., and Mr. A. H. Ward, G. E. Agt. N. Y., L. E. & W. R.R.

WESTBOUND TARIFFS.

The following telegram to Mr. Blanchard, shows the object of the conference :

"NEW YORK, January 11, 1882.

"MR. GEO. R. BLANCHARD,
"Erie Office, New York City :

"Since I saw you I have been looking further into the status of the West-bound business, which is in a terrible condition, and it will require prompt action on your and the New York Central's part to stop the present difficulties. I would like you and Mr. Hayden personally to see what can or ought to be done. Can you make an appointment at my office, at any hour, and I will then ask Mr. Hayden to come to meet you ?

"(Signed,)

ALBERT FINK."

The parties named above met—the present situation was discussed, and it was acknowledged by Messrs. Ward and Crawford that so many contracts had been made over their respective roads, which would last until July 1, 1882, that it would be impossible to maintain the present tariff rates, and they recommended a reduction to

1st Class	30 cts. per 100 lbs.	} New York to Chicago.
2d "	25 " " "	
3d "	20 " " "	
4th "	15 " " "	

The question arose whether it would be advisable to make an official reduction to these figures, and to stop further reductions and contracts, or to allow the present state of affairs to continue.

It was decided to call a meeting on Friday, and to invite representatives of the Pennsylvania and Baltimore & Ohio Railroads to be present, to decide what steps should be taken.

Mr. Blanchard requested that in the meantime Mr. Hayden obtain authority from the Lake Shore, Michigan Central and C. C. C. & I. Railroads to act for them in the premises, it being understood that the contracts had been made at the instance of these roads, in order to retain the business formerly received by them from the Erie Railroad, the contest being between those roads and the Erie, each party endeavoring to retain the business that was formerly transacted jointly by them.

The present status of the Westbound pool was incidentally discussed, the Erie road claiming that the pool is still in existence, and that they are entitled to their full percentage from Eastern cities.

Mr. Hayden stated that he could not discuss that point, and that it would have to be made a subject for consideration in the final settlement of all the difficulties between the Trunk Lines.

Both parties agreed that the present demoralization should be prevented from going further, and that the making of contracts should cease, and that some agreed tariff should be jointly maintained.

The conference then adjourned, with the understanding that a meeting should be held at the office of the Commissioner, on Friday, January 13, 1882, at 3.30 p. m., in which the other Trunk Lines could be represented.

CIRCULAR NO. 305.—Joint Executive Committee. (Continued.)

Proceedings of Sub-Executive Committee at a meeting held at the office of the Commissioner, Friday, January 13, 1882.

Present—H. J. HAYDEN.....Gen. Traf. Manager....N. Y. C. & H. R. R.R.
 EDWARD FOLEY.....Ass't Gen. Frt. Agt....N. Y., L. E. & W. R.R.
 R. L. CRAWFORD.....Gen. Eastern Agt....N. Y. C. & H. R. R.R.
 A. H. WARD.....Gen. Eastern Agt....N. Y., L. E. & W. R.R.
 JOHN WHITTAKER.....Gen. Agent.....Pennsylvania R.R.
 A. C. ROSE.....Gen. Agent.....Balt. & Ohio R.R.

REDUCTION IN WESTBOUND RATES.

The subject mentioned in the conference of Thursday was again fully discussed, Mr. Hayden being authorized to act for the Western roads.

The following resolutions were offered :

Resolved, That on and after Monday, January 16, 1882, the Tariff to the West be made on the basis of

1st Class.....	30	cts.	per 100 lbs.	} New York to Chicago.
2d "	25	"	" "	
3d "	20	"	" "	
4th "	15	"	" "	

And that the minimum rates to points this side shall be—

1st Class, 25 cts. ; 2d Class, 20 cts. ; 3d Class, 16 cts. ; 4th Class, 12 cts.

Resolved, That, beginning with Saturday, January 14, 1882, the Trunk Lines, representing also their Western connections, agree to quote no less rates than those established as the Tariff taking effect January 16, and that no "time contracts" shall hereafter be made.

Resolved, That the above Tariff shall not be published, but that it gives the rates which can be used for billing or inserting in bills of lading by such roads as choose to adopt them.

The above resolutions were taken up and acted upon separately, with the following result :

The vote on the first resolution stood :

N. Y. Central—Yes ; N. Y., L. E. & W.—Yes.

Pennsylvania, and Balt. & Ohio—No.

The Commissioner declared the resolution adopted, under the rule making the lowest rate demanded by any road the tariff rate.

The second and third resolutions were unanimously adopted.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 306.

*Issued January 20, 1882.*REQUEST FOR VOTE ON RESTORATION OF EASTBOUND RATES TO
TARIFF OF JUNE 15, 1881.

It is proposed, by the Standing Committee, consisting of the representatives of the Trunk Lines, to restore Eastbound tariff of June 15, 1881, said restoration to take effect Monday, January 23, 1882. Does your Company vote in favor of it? Please reply as promptly as possible.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 307.

*Issued January 20, 1882.*RESTORATION OF EASTBOUND AND ADVANCE IN
WESTBOUND RATES.

According to the vote of the Joint Executive Committee, taken upon the action of the Standing Committee, consisting of the representatives of the Trunk Lines, rates on *Eastbound freight* will be restored to the *tariff of June 15, 1881*; that is, on the basis of 20 cents per 100 lbs., on 8th class, Chicago to New York.

On *Westbound freight*, rates will be advanced to the *tariff of August 6, 1881*, viz.: 1st class, 45 cts.; 2d class, 32 cts.; 3d class, 26 cts.; 4th class, 19 cts. per 100 lbs., New York to Chicago.

These rates will *take effect on Monday, January 23, 1882.*

All "time contracts," or engagements made at less than the tariff rates named, and which cannot be filled by February 1, 1882, must be immediately reported to this office; otherwise, after that date they will not be recognized by the Trunk Lines.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 308.

Issued January 21, 1882.

EASTBOUND RATES, TAKING EFFECT JANUARY 23, 1882.

In order that there may be no misunderstanding concerning the basis of Eastbound rates, adopted to take effect Monday, January 23, 1882, in accordance with the vote of the Joint Executive Committee, as per Circular No. 307, the following tariff is issued :

CHICAGO TO NEW YORK.

Class.	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	Live Hogs.	Cattle, (gross rate)	Dressed Beef.	Horses, Sheep and Mules.
Rates in cents per 100 pounds.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
	1 00	85	70	60	50	45	25	20	30	35	25	35	40	60

On Live Hogs to Boston, the rate is the same as to New York.

Rates on 10th class are the same as the Lumber rates which took effect Nov. 1, 1881, as per Circular No. 297.

Rates on Highwines, Whiskey, Alcohol and Domestic Spirits, car loads of 24,000 lbs. and over, \$20 valuation, O. R. of leakage, are on the basis of 40 cts. per 100 lbs., Chicago to New York.

Rates on Unmanufactured Tobacco and Tobacco Stems, in hogsheads or cases, are given in Circular No. 300. Rates from Chicago and other points east of St. Louis, not mentioned, will be based upon the rate of 41½ cts. per 100 lbs., East St. Louis to New York.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 309.

Issued January 26, 1882.

DIVISION OF RATES ON WESTBOUND FREIGHT TO MISSOURI RIVER POINTS.

In view of the fact that the rates to the Mississippi River will be variable from now until July 1, 1882, on freight from Atlantic cities destined to Missouri River Points, a provisional agreement has been made with the roads west of Chicago, to take effect immediately, according to which, on all freight destined to the Missouri River and points west thereof (not including California freight), carried *via* Chicago, the rates current from time to time to the Mississippi River will be prorated by the lines in the South-Western Railway Association, allowing from Chicago to the Mississippi River on freight from Boston, New York, and Philadelphia *twenty per cent.* of the total rate to the Mississippi River, and from Baltimore *twenty-three per cent.*; that this proportion of the rate to the Mississippi River, plus the local rates of the South-Western Railway Association and the Colorado Traffic Association from the Mississippi River to the Missouri River, or to points west thereof, will be the total rate between Chicago and those points, on business originating at the seaboard cities.

The local rates from the Mississippi River to the Missouri River above referred to (Council Bluffs included) are:

1st Class.	2d Class.	3d Class.	4th Class.	Special Class.
65 cts. ..	50 cts. ..	35 cts. ..	25 cts. ..	20 cts.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 310.

Issued February 1, 1882.

RESTORATION OF PASSENGER RATES—EASTBOUND AND WESTBOUND.

At a meeting of the Trunk Line Executive Committee, acting as a Standing Committee of the Joint Executive Committee, held at the Commissioner's office this day, it was—

Resolved, That the first and second class passenger rates, both East and West-bound, shall be restored to the following basis on February 6, 1882: Chicago and New York, limited, \$20; unlimited, \$23.25, except by the Pennsylvania and Baltimore & Ohio, which shall be \$26.50. Second class by all lines, \$17. The New England rates to be made on the basis of \$22, limited from Chicago to Boston, *via* all routes crossing the Hudson River north of New York City. New England rates through New York City shall be made by adding to the New York rates as above, the local rates east of New York by the route of the ticket, together with 75 cents transfer, in all cases.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 310½.

Supplement to Circular No. 310.

Issued February 2, 1882.

ROUND-TRIP TICKETS.

The following resolution was passed at the meeting of the Trunk Line Executive Committee, held February 1, 1882, viz. :

Resolved, That no competitive round-trip tickets, or orders for tickets having the effect of round-trip tickets, be issued by the Trunk Lines, or accepted from connecting lines, unless with the prior joint approval of all the general passenger agents of the railroads parties hereto.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 311.

Issued February 2, 1882.

RESIGNATION OF BOARD OF ARBITRATION.

The Board of Arbitration, who were elected in June last, have tendered their resignations, to take effect February 1, 1882.

This action was prompted by the desire of the Board to leave the companies represented on the Joint Executive Committee

free to make such changes in the organization of the Committee, or in the methods of transacting business hereafter, as they may consider expedient, without reference to the former organization.

In this view of the case, the Standing Committee have accepted the resignations.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR NO. 312.

Issued February 7, 1882.

RATES TO MISSOURI RIVER POINTS.

By agreement with the South-Western Railway Association, and for the purpose of simplifying the conduct of the West-bound freight traffic, commencing Wednesday, February 8, 1882 (and not to extend beyond July 1, 1882), the following arbitraries will be charged from Chicago, East St. Louis, and other Mississippi River points, to Missouri River points, on all business originating at the seaboard and destined to Kansas City, Leavenworth, Atchison or St. Joseph and beyond (except to California), also to Council Bluffs on business to points in Colorado or on the Denver & Rio Grande Railway :

TO MISSOURI RIVER POINTS.

From	1st Class.	2d Class.	3d Class.	4th Class.
Chicago.....	71 cts.	54 cts.	38 cts.	28 cts.
East Burlington.....	65 cts.	50 cts.	35 cts.	25 cts.
Quincy.....				
East Keokuk.....				
East Hannibal.....				
East Louisiana.....				
East St. Louis.....				
Alton.....				

As a temporary arrangement, not to last beyond July 1, 1882, the rates from Atlantic seaboard points to other Mississippi

River points as above named, will be made the same as to East St. Louis.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

*The divisions given below are shown for your private information,
and are not to be made public.*

CIRCULAR No. 313.

Issued February 11, 1882.

RATES FROM ATLANTIC CITIES TO NASHVILLE AND MEMPHIS.

The Louisville and Nashville Railroad Company having given notice that they would charge the arbitraries south of Louisville named below, until further notice, the following rates to Nashville and Memphis will be made, as per agreement with the Va., Tenn. and Ga. Air Line.

RATES TO NASHVILLE, TENN.

	1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	Special.
FROM NEW YORK						
<i>via</i> LOUISVILLE.						
To L. and N. R.R. Depot, Louisville, Ky.....	53c.	39c.	33c.	25c.	.....	.....
From L. and N. R.R. Depot, to Nashville, Tenn.....	30c.	25c.	20c.	12c.	.....	.....
Total rate New York to Nashville, Tenn.....	83c.	64c.	53c.	37c.	.....	.....
<i>via</i> EVANSVILLE.						
To Evansville, Ind.....	51c.	36c.	30c.	22c.	.....	.....
From " " to Nash- ville, Tenn.....	33c.	28c.	23c.	15c.	.....	.....
Total rate New York to Nashville, Tenn.....	84c.	64c.	53c.	37c.	.....	.....
<i>via</i> Va., Tenn. and Ga. Air Line.....	75c.	58c.	50c.	36c.	34c.	.....

RATES TO MEMPHIS, TENN.

	1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	Special.
FROM NEW YORK						
<i>via</i> LOUISVILLE.						
To L. and N. R.R. Depot, Louisville, Ky.....	53c.	39c.	33c.	25c.	.....	.....
From L. and N. R.R. Depot, to Memphis, Tenn.....	74c.	41c.	32c.	20c.	.....	.....
Total rate New York to Memphis, Tenn.....	1.00	80c.	65c.	45c.	.....	.....
<i>via</i> EVANSVILLE.						
To Evansville, Ind.....	51c.	36c.	30c.	22c.	.....	.....
From " " to Mem- phis, Tenn.....	50c.	44c.	35c.	23c.	.....	.....
Total rate New York to Memphis, Tenn.....	1.01	80c.	65c.	45c.	.....	.....
<i>via</i> Va., Tenn. and Ga. Air Line.....	92c.	74c.	61c.	43c.	41c.	.....

The usual differences from other seaboard cities.

The difference of 1 cent per 100 pounds on 1st class, against the route *via* Evansville, will be absorbed by the P. D. and E. R.R., making the through rate the same *via* Louisville or Evansville.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Ass't Sec'y.

To the members of the Joint Executive Committee for their private information, and not to be published.

CIRCULAR NO. 314.

Issued February 13, 1882.

*Extracts from Proceedings of Trunk Line Executive Committee,
from January 19 to February 10, 1882.*

The following action, taken by the Trunk Line Executive Committee, commencing with January 19, 1882, is communicated to the members of the Joint Executive Committee for their information.

I.—APPOINTMENT OF ADVISORY COMMISSION.

The following preamble and resolution were adopted in meeting of January 24:

Whereas, The New York Central & Hudson River Railroad Company, W. H. Vanderbilt, President; the New York, Lake Erie & Western Railroad Company, H. J. Jewett, President; the Pennsylvania Railroad Company, G. B. Roberts, President; and the Baltimore & Ohio Railroad Company, John W. Garrett, President, have agreed that the differences in rates which should exist both eastwardly and westwardly, and upon all classes of freights, between the several terminal Atlantic ports, be submitted to a Commission, consisting of three competent and disinterested persons, before whom the Chambers of Commerce or other authorized and interested trade bodies of the seaboard cities involved, may, by duly accredited representatives, present and argue the bearing of such differences in rates upon their several cities and interests, said Commission to procure such other information as it may desire, and report their conclusions to the said railway companies; therefore, it is

Resolved, That the Commissioner of the Trunk Lines is hereby directed to notify the gentlemen who may be selected as members of the Commission, of their appointment, and solicit their acceptance, and also to furnish them with a copy of this preamble and resolution, and after the Commission is formed, to give notification to the various commercial organizations of the several Atlantic cities, and to request them to appoint committees or representatives, for the purpose of meeting the Advisory Commission at such times and places as may be mutually agreed upon, to carry out the object of the foregoing agreement.

The following gentlemen were selected to constitute the Commission:

Hon. ALLEN G. THURMAN,
Hon. E. B. WASHBURNE,
Hon. THOS. M. COOLEY.

At the meetings of January 19 and February 1, 1882, the following agreements were made between the Trunk Lines:

II.—ADOPTION OF THE PRINCIPLE OF ARBITRATION.

Resolved, That all questions of disagreement arising between the Trunk Lines, or any two or more of them, under or affecting any contracts or agreements between them, for a period of five years from February 1, 1882, shall be submitted to arbitration, and the Commissioner is requested to report to this Committee his suggestions as to the organization of a Board of Arbitration, and the methods of presentation and procedure before the same.

The above resolution shall also apply to all agreements relating to Eastbound live stock traffic.

Resolved, That, if the report of the Advisory Commission, upon the question of differences in rates to be charged to and from the several seaboard cities, be not accepted by all the roads parties hereto, or if any agreement is not otherwise reached on this subject immediately after said report is made, then all agreements made or to be made, referring to a division of Eastbound dead freight, shall be null and void, but all other parts of the agreements shall remain in full force and effect.

III.—DIVISION OF TRAFFIC.

Resolved, That the Commissioner be requested to formulate plans for a division of traffic between the Trunk Lines, and present the same at an early day to the Trunk Line Executive Committee for their consideration and action.

Resolved, That divisions of Eastbound traffic be made (including live stock, but excluding coal, petroleum and iron ore), passing through, or originating at the Western termini of the Trunk Lines, the divisions to be based generally upon the distribution of the traffic in the calendar year 1880.

Resolved, That divisions be made of all Westbound traffic from New York, Philadelphia, Baltimore, Boston and New England competing points, passing over the Trunk Lines, to or beyond their Western termini, based upon present percentages, with such modifications as may be agreed upon or fixed by arbitration as provided for by existing agreements regarding Westbound traffic.

Resolved, That divisions of all Passenger traffic, including emigrant, be made, based generally upon the distribution of said traffic during the year 1880

Resolved, That such new divisions of traffic on all Westbound business from New York, Boston and New England competing points, Philadelphia and Baltimore, be made, to take effect on Monday, January 23, 1882, and,

Resolved, That all balances which have accrued, and questions at issue up to that time, shall hereafter be settled by the Commissioner, in accordance with the purport of former agreements.

Resolved, That a temporary division be made from New York City, based upon the percentages of gross earnings awarded to each road from all Westbound traffic, commencing January 23, 1882, and ending July 1, 1882; and if any road shall have been found to have earned in gross, during that period, more than the percentage allowed to it, it shall pay over the excess to the roads in deficit, in money, if the equalization cannot be made in tonnage.

IV.—DIVISION OF EASTBOUND FREIGHT.

At the meeting of January 19, it was

Resolved, That the division of Eastbound dead freight should take effect March 1, 1882, and that the Commissioner be requested to submit his plan therefor, and suggest the percentages of the several Trunk Lines as long before that date as possible.

V.—ADVANCE OF EMIGRANT FARES, AND AGREEMENT UPON
THE RELATIVE ADJUSTMENT OF FARES FROM PHILA-
DELPHIA AND BALTIMORE TO COMMON POINTS.

At a meeting of February 9, the following resolutions were adopted :

Resolved, That Emigrant rates be advanced on the 15th inst. to the basis of \$13, New York to Chicago; rates from Philadelphia and Baltimore to be based on the short line distances practically used from those ports, the same rate per mile to be adopted by the short lines from Philadelphia and Baltimore as by the short lines from New York.

Resolved, That a commercial commission of ten (10) per cent. be allowed on said rates, but not in any case to exceed two dollars (\$2) per ticket, and only on Emigrant tickets or orders issued by Ocean Steamship Lines or Booking Agents.

C. W. BULLEN,
Ass't Sec'y.

ALBERT FINK,
Chairman.

CIRCULAR NO. 315.

Issued February 13, 1882.

CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE, MARCH 1, 1882.

A meeting of the Joint Executive Committee will be held on Wednesday, March 1, 1882, and continue in session until all business that may come before it is disposed of.

The principal object of the meeting will be to consider the division of traffic from the various cities, and to agree upon proper methods for maintaining established tariffs.

It is necessary that the various cities from which the division of traffic exists, or is to be made, should be represented at this meeting.

All matters necessary to be arranged for the future conduct of the traffic in which the members of the Joint Executive Committee are interested will be considered.

The subject of the division of passenger traffic, as well as the arrangements to be made hereafter to secure the maintenance of passenger fares, will be brought before the meeting.

Please advise me whether you will be present, or whether

your company will be represented by some one with *full authority* to act definitely upon the above and any other subject that may be considered at the meeting.

C. W. BULLEN,
Ass't Sec'y.

ALBERT FINK,
Chairman.

CIRCULAR No. 316.

Issued February 18, 1882.

CHANGE IN WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following change in the Classification of Westbound freight, *to take effect Monday, February 20, 1882.*

The present Classification is—
 Prunes, boxes, kegs.... 3

Changed to read—
 Prunes, boxes, bags or kegs.... 2

C. W. BULLEN,
Ass't Sec'y.

ALBERT FINK,
Commissioner.



PROCEEDINGS

OF THE

JOINT EXECUTIVE COMMITTEE,

AT ITS

MEETING IN NEW YORK,

MARCH 1, 2 and 3, 1882.

NEW YORK :

RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.
(Law Telephone, 588.)

1882.



346 BROADWAY, NEW YORK,

Wednesday, *March 1, 1882.*

Pursuant to the call of the Chairman, the Joint Executive Committee convened at 12.15 p. m.

The following companies were represented :

Baltimore & Ohio, - - - -	{ ROBERT GARRETT, FRANK HARRIOTT, C. K. LORD, C. S. WIGHT.
Boston & Albany, - - - - -	{ WM. BLISS, ARTHUR MILLS.
Canada Southern, - - - - -	{ W. P. TAYLOR, W. H. PERRY, W. H. HURLBURT.
Central Vermont - - - - -	L. MILLIS.
Chicago & Alton, - - - - -	H. H. COURTWRIGHT.
Chicago, Burlington & Quincy, -	{ E. P. RIPLEY, PERCEVAL LOWELL.
Cincinnati, Hamilton & Dayton, -	{ J. H. DEVEREAUX, O. B. SKINNER, A. H. McLEOD, A. J. SMITH.
Cleve., Col., Cin. & Ind., - - -	{ O. B. SKINNER, A. J. SMITH, LUCIEN HILLS, EDGAR HILL.
Detroit, Grand Haven & Mil., -	{ GODFREY McDONALD, T. TANDY.
Fitchburg, - - - - -	J. WHITMORE.
Grand Rapids & Ind., - - - - -	A. B. LEET.
Great Western, - - - - -	{ G. B. SPRIGGS, WM. EDGAR.
Indianapolis & St. Louis, - - -	{ O. B. SKINNER, H. W. GAYS, A. J. SMITH.

Ind., Bloom. & Western, - - - -	H. C. DIEHL.
Lake Erie & West., - - - -	{ E. H. WALDRON, W. S. WEED.
Lake Shore & Mich. South., -	{ JNO. NEWELL, G. H. VALLIANT, J. T. R. MCKAY.
Marietta & Cincinnati, - - -	{ R. M. FRASER, T. P. BARRY.
Michigan Central, - - - -	{ H. B. LEDYARD, J. A. GRIER, A. W. STREET.
New York & New England, - - -	G. H. WILLIAMS.
N. Y. Cent'l & Hudson River, -	{ W. K. VANDERBILT, H. J. HAYDEN, C. B. MEEKER.
N. Y., Lake Erie & Western, - -	{ ROBERT HARRIS, JNO. N. ABBOTT, R. C. VILAS, E. FOLEY.
N. Y., Penn. & Ohio, - - - -	{ J. M. ADAMS, P. D. COOPER, W. B. SHATTUC, G. G. COCHRAN.
Ohio & Mississippi, - - - -	{ WM. DUNCAN. WM. STEWART, D. S. GRAY,
Pennsylvania Co., - - - -	{ C. L. COLE, R. W. GEIGER, E. A. FORD.
Pennsylvania R. R., - - - -	{ A. J. CASSATT, J. R. WOOD, J. MCC. CREIGHTON.
Phil., Wil. & Baltimore, - - -	J. S. WILSON.
Pitts., Cin. & St. Louis, - - -	{ E. A. FORD, F. L. KINGSBURY.
Troy & Boston, - - - -	{ JOSEPH CRANDELL, C. A. NIMMO, C. E. LAMBERT.

Vandalia Line, - - - - -	{ E. A. FORD,
	{ H. W. HIBBARD.
Wabash, St. Louis & Pacific, -	{ A. C. BIRD,
	{ J. M. OSBORN.

The following companies, members of the Committee, were not represented :

Boston, Hoosac Tunnel & West. ; Chicago & Grd. Trunk ; C., I., St. L. & C. ; Det., Lansing & North. ; Evansville & Terre Haute ; Grand Trunk ; Ill. Midland ; Louisville & Nashville ; N. Y., N. H. & Hart. ; Peoria, Decatur & Evansville.

ALBERT FINK,

C. W. BULLEN, }
H. C. BLYE, } *Secretaries.*

Chairman.

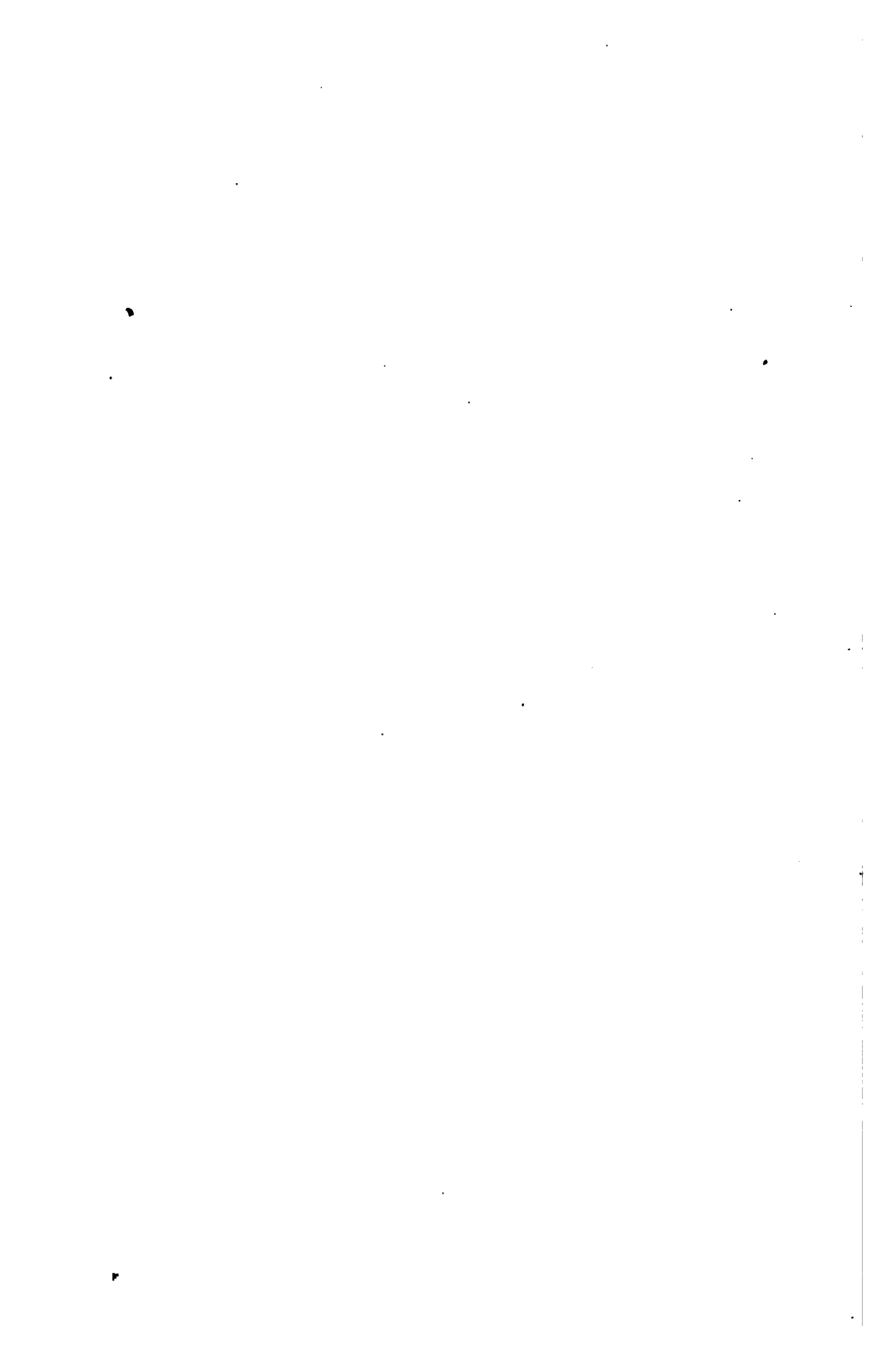
ADDRESS BY THE CHAIRMAN.

GENTLEMEN : The Joint Executive Committee has not met since August 10, 1881. It is not necessary to refer at length to the unsatisfactory state of affairs that has existed since that time in the management of the freight and passenger traffic of the railroad companies which you represent.

The want of co-operation on the part of the members of this association, in maintaining the established tariffs, has not only prevented the railroad companies from securing reasonable compensation for their services, but has forced them to expend a large amount of money in carrying traffic for less than cost.

The principal object for which this meeting has been called, is to consider what measures should be adopted to secure the maintenance of reasonable and just tariffs, in order to prevent the great losses that have been incurred, as well as to correct the many evils which necessarily result from a want of co-operation, and of which the public have a just right to complain.

I have already notified the members of the Committee, in my letter of February 11 and Circular No. 314, that the Trunk Lines have entered into agreements as to the division of the freight and passenger traffic, which agreements are of



PROCEEDINGS

OF THE

JOINT EXECUTIVE COMMITTEE,

AT ITS

MEETING IN NEW YORK,

MARCH 1, 2 and 3, 1882.

NEW YORK :
RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.
(Law Telephone, 588.)
1882.

Indianapolis Committee.

Messrs. Gray (Chairman), Skinner, Ingalls, Bird.

Louisville Committee.

Messrs. Duncan (Chairman), Geiger, Burke.

Detroit Committee.

Messrs. Spriggs (Chairman), Taylor, Valliant, (Mr. Fink representing the Grand Trunk.)

Toledo Committee.

Messrs. McKay (Chairman), Spriggs, Taylor, Cole, Bird.

Cleveland Committee.

Messrs. Cochran (Chairman), Valliant, Cole.

Peoria Special Committee.

Messrs. Gays (Chairman), Skinner, Hibbard, Bird, Grier.

On motion, meeting adjourned to Thursday, March 2, at one o'clock p. m.

SECOND DAY, Thursday, *March 2, 1882.*

The Committee reassembled, pursuant to adjournment, at 2.35 p. m.

**133.—ADOPTION OF GENERAL RULES FOR THE CONDUCT OF THE BUSINESS
OF THE JOINT EXECUTIVE COMMITTEE.**

As a number of the roads were not represented at the meeting yesterday, whose representatives were now present, the Chairman read again the recommendations of the Standing Committee.

The report of the committee appointed yesterday was then read by Mr. Ledyard, the Chairman, and the whole report, as amended, was then adopted, as follows :

First.—That a division of traffic, both of dead freight and live stock, shall be made and carried out from the principal cities of the west—Chicago, St. Louis,

Peoria, Indianapolis, Cincinnati, Toledo, Detroit, Cleveland, and all other cities where such a division may be practicable and desirable—and that this division shall not only be made between the initial lines of the railroads at the respective points, but it shall extend to the western termini of the Trunk Lines.

Second.—In order to carry out this division, the plan of making money settlements monthly is recommended.

Third.—That arrangements shall be made by which rates are to be fully maintained from all points, whether there is a division of traffic or not, and for that purpose each of the general freight agents of the roads upon which the traffic originates, shall be held responsible for the strict maintenance of rates which may be established by the Executive Committee, so that in case rates are not maintained, the responsibility can be fixed positively upon the general freight agent, or such other officer as may be specially designated by each company on whose line of roads the freight originates.

Fourth.—That all authority to vary rates or to meet reduced rates of competing lines shall be absolutely withdrawn from the line and soliciting agents. It shall be the duty of these agents to report any violation of agreement by competing lines to the general freight agents of the initial roads over which the line is operated, at the point where such violation occurs, and the general freight agents shall report to the Chairman of the Executive Committee, who shall take action under the agreement of March 11, 1881, with the advice of the Trunk Line Executive Committee, as provided in said agreement.

Fifth.—That at all points where traffic is divided, a joint agent shall be employed who shall be under the immediate directions of the general freight agents of the initial lines, acting jointly, and who shall have the supervision of all bills of lading issued, with power to examine the books, manifests and accounts of the different railroads and their fast freight lines, with the object of ascertaining that all freight is engaged and shipped at tariff rates, and that the agreements for the division of traffic are fully complied with.

Sixth.—That line agents and soliciting agents at points where a division of traffic is made, shall be placed under the full control of the joint agent, who is to direct them as to the line over which they are to solicit or not solicit business, in order to assist in the equalization of balances, as agreed upon in the division.

Seventh.—When traffic originates upon roads which are not represented on the Joint Executive Committee, the connecting roads over which the traffic passes, represented on the Committee, shall be held responsible for the maintenance of rates, and shall under no circumstances charge less than the full proportion of the through rate; and all roads represented on this Committee shall refuse to receive any traffic upon which the agreed rates established by this Committee are not maintained, and joint notice to that effect shall be given to all connecting roads.

Eighth.—That no rebate vouchers of any kind shall be paid by any of the Trunk Lines, or any western roads or line organizations, on through business that passes over the Trunk Lines, without such vouchers are first submitted to the office of the

Chairman for approval; and the auditors and treasurers of the roads represented on the Joint Executive Committee, shall furnish to the Commissioner monthly certificates that no such rebate vouchers have been paid except so authorized.

Ninth.—That no time contracts shall be made under any circumstances, and that all freight carried under existing contracts, on and after March 13, 1882, shall be reported and accounted for at full rates in any division that may be made, so as to throw the loss of revenue upon the lines having made such contracts in violation of existing agreements.

Tenth.—It is recommended that a division of the passenger traffic shall be made between the Western connections of the Trunk Lines, upon a similar plan to that adopted by the latter, with a view of securing an equitable division of this traffic among connecting roads, and to reduce the expenses of conducting the passenger traffic, and also to hereafter prevent the payment of commissions to agents who render no service to the railroads or to the public.

Eleventh.—That the twenty-seventh article of the organization of the Joint Executive Committee, which provides that all questions arising between the members relative to the establishment and maintenance of tariffs, shall in case of disagreement be settled by arbitration, shall be recognized in the adjustment of differences arising between the members of this Committee.

Twelfth.—That the Executive Committee of the Trunk Lines are requested to report a plan for the reorganization of the Board of Arbitration, and also to recommend the names of persons who shall constitute such Board, and submit the same to the Joint Executive Committee for approval.

All the roads represented at the meeting voted in favor of the adoption of the reports, viz. :

BALTIMORE & OHIO,
BOSTON & ALBANY,
CANADA SOUTHERN,
CIN., HAM. & DAYTON,
CHICAGO & ALTON,
CHIC., BURL. & QUINCY,
CLEV., COL. CIN. & IND.,
FITCHBURG,
GRAND RAPIDS & IND.,
GREAT WESTERN,
INDIANAPOLIS & ST. LOUIS,
IND., BLOOM. & WESTERN,
LAKE ERIE & WESTERN,

LAKE SHORE & MICH. SOUTH.,
MARIETTA & CIN.,
MICHIGAN CENTRAL,
NEW YORK CENT'L & HUD. RIV.,
NEW YORK, LAKE ERIE & WEST.,
NEW YORK & NEW ENGLAND,
NEW YORK, PENN. & OHIO,
OHIO & MISSISSIPPI,
PENNSYLVANIA CO.,
PENNSYLVANIA R. R.,
PITTS., CIN. & ST. LOUIS,
VANDALIA LINE,
WABASH, ST. LOUIS & PACIFIC.

The Chairman stated that the resolution required the unanimous consent of the members of the Committee, and that he would send copies of the resolution to the absent members, and request their vote immediately.

134.—ADDITIONAL POINTS AT WHICH DIVISION OF TRAFFIC
SHALL BE MADE.

On motion of Mr. Newell, it was agreed that the Chairman appoint a committee of nine, representatives of the Western roads, who shall name the additional places at which it is desirable that a division of traffic be made, and that each member of the Joint Executive Committee present submit to said committee, in writing, the points at which, in his opinion, such division should be made.

The Chairman appointed the following committee : Valliant, Cochran, Bird, Cole, Duncan, Hill, Weed, Spriggs, Diehl.

The reports of the different committees appointed yesterday, to consider the division of traffic, were then called for.

The Chicago, Peoria, Indianapolis and Cincinnati Committees asked for further time.

The Toledo Committee reported that they had agreed to meet at Cleveland at an early day to consider the matter, and in the meantime would obtain the necessary statistics required, which were not then at hand.

The Cleveland Committee also reported that they did not have sufficient data at hand to take up the subject, but would meet at Cleveland at an early day and endeavor to come to an agreement.

135.—REPORT OF THE ST. LOUIS COMMITTEE.

The St. Louis Committee reported as follows :

Resolved, That the present percentage and regulations of the St. Louis Dead Freight Division be continued.

The St. Louis lines having agreed upon the percentages each line is to receive on Eastbound business, and having further agreed that they desire a physical division of the traffic, they unanimously recommend that the business divided shall be absolutely under the control and the direction of the Commissioner, or his representative at St. Louis ; and the St. Louis lines agree that orders emanating from the Commissioner or his agents shall be complied with.

It is further recommended, that the St. Louis agency shall be under the direct control of the Commissioner, and that the expenses of that office shall be paid by the Commissioner, instead of by the initial roads as heretofore.

Resolved, That the present percentages of the St. Louis Live Stock Division be continued, and that such regulations as may be adopted for carrying out similar divisions at Chicago and other points, shall be adopted and enforced by the St. Louis lines.

Report of committee accepted.

133.—REPORT OF THE DETROIT COMMITTEE.

The Detroit Committee reported as follows :

Resolved, That Dead Freight and Live Stock tonnage to be allotted the Grand Trunk and Lake Shore and Michigan Southern Railways, from Detroit proper to all points east of and including the western termini of the Trunk Lines, and east of Toronto for New York State, New England and any point south of New York State, be based upon the statistics of rail tonnage carried east to the territory named, during the years 1880 and 1881.

(Commissioner Fink agrees to the above on the part of the Grand Trunk Railway, subject to the approval of said railway as to the basis of division, which, if not agreed upon by the interested parties, shall be decided by arbitration.)

Resolved, That the Commissioner prepare statistics of the Dead Freight and Live Stock tonnage passing the Detroit and St. Clair Rivers, arising at points west of the river towns, and destined to points east of and including the western termini of the Trunk Lines, and east of Toronto for New York State, New England, or any points south of New York State, and that the percentage to be allotted the Grand Trunk Railway be based upon the relative tonnage said road carried during the year 1881, with such modifications as are justified by the changes which have since taken place, affecting the distribution of traffic between the connecting roads.

(Commissioner Fink agrees to the above resolution on the part of the Grand Trunk Railway, subject to their approval as to the basis of division or percentages, which, in case of disagreement, is to be determined by arbitration.)

137.—REPORT OF CLASSIFICATION COMMITTEE.

The Classification Committee made the following report, which was adopted, to take effect Monday, March 13, 1882 :

Pursuant to the call of the Chairman, the Permanent Classification Committee met in the office of Albert Fink, Chairman Joint Executive Committee.

Every member of the committee present either in person or by substitute.

The Chairman of the 7th Class Committee, appointed at the last meeting, reported nothing done as yet.

A sub-committee, consisting of A. W. Street, C. L. Cole and J. T. R. McKay, were appointed to take into consideration the rates to be charged on Dressed Hogs.

A sub-committee, consisting of H. W. Hibbard, J. M. Osborn and A. W. Street, were appointed to take into consideration the question of how to treat Hay and similar light or bulky property, starting from point of shipment in a large car, and transferred *en route* into a smaller car, leaving a portion of the original lading to be put in another car.

ADDITIONS TO CLASSIFICATION.

Axle Grease, C. L.	7
Bark, Tanners', O. L.	10
Bolting Chests, K. D.	1
Brooms, Broom Brushes, in boxes or crates, L. C. L.	2
Carbon, black, in pkgs.	1½
Cork, ground, compressed, in pkgs., L. C. L.	4
Same, C. L.	6
Facings, Coal, C. L.	7
Electric Light Carbons, in boxes.	3
Glass Ware, not otherwise specified, O. R., C. L.	6
Glass, broken, in bbls., L. C. L.	6
Same, C. L.	10
Grape Sugar, same as Glucose.	
Grind Stones, mounted, O. R., released, C. L.	10
Same, when loaded with other Grind Stones, O. R., released, C. L.	10
Hides, Beef and Calf Skins, green, in bbls., C. L.	7
Lead Pipe, in casks or boxes, O. R., C. L.	7
Knobs, in pkgs., C. L.	6
Mineral Water, in glass, packed, O. R., C. L.	6
Oil Stones, same as Scythe Stones.	
Pickles, in glass, O. R., C. L.	5
Pickles, in glass, C. R.	2
Paper or Wood Plates, C. L.	7
Rags, pressed, in bales, C. L.	7
Rosin, in bbls., C. L.	8
Tan Bark, ground, in sacks.	6
Wood Spirits, or Wood Alcohol, same as Highwines.	

STRICKEN FROM CLASSIFICATION.

Baskets, C. L.	5
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CHANGES IN CLASSIFICATION.

Ale, Beer and Porter, O. R., C. L.

Fixed rate, Chicago to New York, 40c. per 100 lbs., and from other points on the agreed percentage basis.

Changed to

Ale, Beer and Porter, O. R., C. L.

Fixed rate, Chicago to New York, 35c. per 100 lbs., and from other points on agreed percentage basis.

Highwines, Whiskey, Alcohol and Domestic Spirits, car loads of 24,000 lbs. and over, \$20 valuation, O. R. of Leakage.

Fixed rate, Chicago to New York, 40c. per 100 lbs., and from other points on fixed percentage basis.

Changed to

Same. Fixed rate, Chicago to New York, 35c. per 100 lbs., and from other points on fixed percentage basis.

Baskets, Berry, nested, boxed or crated..... 2

Changed to

Baskets, Berry, nested, boxed or crated..... 1

Bullion, base, value not to exceed \$100 per net ton.

Fixed rate, Chicago to New York, 35c. per 100 lbs., and from other points on the agreed percentage basis.

Changed to

Same. Fixed rate, Chicago to New York, 30c. per 100 lbs., and from other points on the agreed percentage basis.

Copper, Mats or Ingots, etc.	} Value not to ex-
Copper, Residue,	
Ore, Silver, Lead, etc.	

ceed \$100 per net ton.

Fixed rate, Chicago to New York, 35c. per 100 lbs., and from other points on the agreed percentage basis.

Changed to

Same. Fixed rate, Chicago to New York, 30c. per 100 lbs., and from other points on the agreed percentage basis.

Elbows, corrugated..... D. 1

Changed to

Elbows, corrugated..... 1

Hides, dry, pressed, in bales, C. L., minimum weight, 12,000 lbs.

Changed to

Hides, dry, pressed, in bales, C. L., minimum weight, 15,000 lbs.

Lampblack, in casks or bbls..... D. 1

Changed to

Lampblack, in casks or bbls..... 1½

Pickles, in glass, O. R..... 2

Changed to

Pickles, in glass, L. C. L. O. R..... 3

Pipe, Sewer or Cement, and Drain Tile, O. R., C. L..... 10

Changed to

Same. Fixed rate, Chicago to New York, 30c. per 100 lbs., and from other points on the agreed percentage basis.

Red Lead..... 6

Changed to

Red Lead, same as White Lead.

Tallow Oil.....	3
Changed to	
Tallow Oil, same as Oil	
Zinc, in slabs or pigs, C. L.....	7
Changed to	
Zinc, in casks, cases, slabs or pigs, C. L.....	7

The sub-committee, to whom was referred the matter of rates on Dressed Hogs, respectfully recommends that the same be classified as follows, viz.:

Dressed Hogs, O. R., in refrigerator cars, to be charged five cents per 100 pounds above the rate on dressed hogs in common cars.

Dressed Hogs, in any quantity, in other than refrigerator cars, O. R., same as dressed beef.

Resolved, That after careful consideration of the subject, we feel that there are good and sufficient reasons why the classification on staves for export should be maintained as it now exists—that is, to make no concessions for export staves.

Resolved, That the changes in classification, as agreed to by this committee, shall, after approval by Joint Executive Committee, take effect on March 13, 1882.

138.—ADVANCE IN EASTBOUND RATES.

The Chairman said : The next subject for consideration is the advance of Eastbound tariff. You are all aware that a few days ago a meeting was held at Cleveland, at which an advance of Eastbound rates was recommended. A vote of the Joint Executive Committee was taken, which brought out the fact that some members objected to an advance, on the ground that present rates were not maintained, and that it was useless to make further advances until this was done. It is now for the Western roads to say whether they are willing and able to maintain rates. If so, the objection is removed ; but there is another difficulty in the way, namely, the time-contract, which is the worst feature that has to be contended with ; and unless the practice of making time-contracts can be abolished, all attempts to increase or maintain rates will be futile.

Mr. Newell said, that in order to obtain an expression of the opinion of the members present, he would offer the following motion : That on and after March 13, 1882, the tariff on Eastbound freight be advanced to the extent of five cents per 100 pounds on Eighth Class, with a corresponding advance on Seventh and Ninth Classes, and on Live Hogs.

Mr. Devereaux referred to the disparity between through and local rates, and the action of the legislatures of various States in relation thereto, and requested that through rates be advanced to the basis of 25 cents per 100 pounds on Eighth Class, Chicago to New York, in accordance with Mr. Newell's motion, in order to avoid the unjust discrimination between local and through rates.

A vote was taken on Mr. Newell's motion to advance East-bound rates, which was unanimously agreed to.

139.—ABROGATION OF CONTRACTS ON EASTBOUND FREIGHT.

The Chairman said, that it would be of no use to put the increased tariff into effect on the 13th, if steps were not taken to get rid of time contracts. After a full discussion, the following motion was offered by Mr. Gray, and adopted :

That the General Freight Agents of the initial roads at Chicago, Cincinnati, St. Louis, Indianapolis, Peoria and Louisville, meet, and that each General Freight Agent examine the contracts over his road, which have been reported to the Chairman, and ascertain whether they cannot be abrogated, or whether they may not have expired by limitation. In case contracts are found that have to be carried out, the same to be reported to the Commissioner, who shall report to the meeting, whether, in his opinion, it is possible to make the proposed increase in the tariff; and, if not, shall name the tariff rate that can be charged to meet the lowest contract rates.

The Chairman appointed the committees, and named the following gentlemen to act as Chairmen, viz.: Chicago, McKay; Cincinnati, Fraser; St. Louis, Bird; Indianapolis, Kingsbury; Peoria, Diehl; Louisville, Geiger.

**140.—REPORT OF GENERAL PASSENGER AGENTS REGARDING THE
DIVISION OF PASSENGER TRAFFIC.**

Mr. E. A. Ford presented the following report of proceedings of the General Passenger Agents, at their meetings, March 1 and 2, which report was accepted. [The report is published in Circular, No. 318.]

On motion, the report of the General Passenger Agents was adopted as the action of this Committee.

Adjourned to Friday, March 3, at 1 p. m.

THIRD DAY, Friday, *March 3.*

Committee reassembled, pursuant to adjournment, at 2.45 p. m.

141.—ABROGATION OF CONTRACTS, AND ADVANCE IN EASTBOUND RATES.

The Chairman said, that the committees appointed at the meeting of yesterday to examine the contracts on Eastbound freight, which had been filed in this office, were prepared to report; and he took pleasure in stating that the committees would present much more favorable reports than had been anticipated.

The reports of the Chicago, St. Louis, Cincinnati, Peoria, Indianapolis and Louisville Committees were then read in full.

The Chairman said, that from these reports it appeared that many of the contracts which had been filed at his office were in the nature of engagements that had already been filled or had no binding force, and that the parties over whose lines these engagements existed, had agreed to abrogate the latter. There were some contracts upon Whiskey and Lumber which it would be necessary to carry out, making necessary the reduction of rates upon these two articles so as to meet the contract rates.

Both these recommendations having been accepted by the meeting, the Chairman declared that there was now nothing in the way of advancing the tariff rates 5 cents on Seventh and Eighth Classes, as per resolution of the day previous; and he would give notice that this advance would take effect on the 13th inst.

The Chairman further recommended that the rate on High-wines be made 35 cents per hundred, with the understanding that, where contracts existed that made it necessary to put all parties on the same footing, a rebate of 5 cents may be allowed.

He also recommended that the Lumber rate be at once reduced to 30 cents, on the basis of Chicago to New York.

142.—REVISION OF CONTRACTS AND SETTLEMENT OF DRAWBACKS.

The following resolutions were then unanimously adopted :

Resolved, That a revised list of contracts be sent to the Commissioner by each of the general freight agents of the initial roads over which said contracts were made ; said list not to embrace any contracts that were not already reported, omitting only such as have expired by limitation or have been abrogated.

Resolved, That commencing with March 13, 1882, all drawback vouchers that may become necessary, in order to carry out the existing approved contracts, shall be submitted to the Chairman for approval before they are paid. All freight shall be billed at full tariff rates from and after that date.

143.—REPORT OF THE COMMITTEE ON ADDITIONAL POINTS AT WHICH TRAFFIC SHOULD BE DIVIDED.

Mr. Valliant, Chairman, made the following report :

The committee appointed to ascertain from what additional points it would be practicable and desirable to make divisions of traffic, respectfully report that they recommend that divisions of traffic be made from the following points, viz. : Columbus, Springfield, Dayton, Lima, Galion and Marion, Ohio ; Lafayette, Ft. Wayne, Evansville, Terre Haute and Muncie, Indiana ; Pekin, Cairo and Quincy, Illinois ; Hannibal, Mo. ; Burlington and Keokuk, Iowa ; Grand Rapids, Kalamazoo, Jackson, Lansing, Battle Creek, East Saginaw, Saginaw City, Bay City and West Bay City, Michigan.

The committee would further recommend, that in order to simplify the organization and secure consequent economy, the divisions at smaller points be grouped into districts under the charge of one joint agent, as may be agreed upon by the roads interested.

It is further recommended by the committee that the Chairman of the Joint Executive Committee appoint a committee, composed of one member from each road interested in the division, at each point named in the foregoing report, in order that they may prepare the necessary statistics and arrange meetings at as early a day as possible, to perfect their organization.

On motion, the report of the committee was adopted.

144.—DIVISION OF LIVE STOCK TRAFFIC.

The Chairman said that it would be necessary for the meeting to agree upon a method by which the Live Stock division could be carried out more satisfactorily hereafter. Yesterday he had recommended that the ten cents rebate on shipments should be withheld until after the shipper had complied with the requirements of the joint stock agent at the point of origin, and that the rebate should then be paid shipper through the joint stock agent or his duly appointed representative.

Mr. Vilas said, that inasmuch as these shipments were made from so many points at the West, it might be better to have these rebates refunded through this office.

Mr. Newell suggested that it would be well to have the recommendations of the Chairman fully stated in the report of this meeting, and that all members be requested to report directly to the Chairman their views upon the subject, and that final action be deferred until the next meeting.

The Chairman said, that this would postpone action in relation to advancing Live Stock rates, until the next meeting, which might not be held soon; and that he would suggest that the question as to the particular method of conducting the Live Stock business hereafter, be referred to the Standing Committee for definite action.

The proposition, as last stated by the Chairman, was unanimously adopted.

145.—REPORTS OF COMMITTEES ON DIVISION OF TRAFFIC.

The Chicago Committee made the following report :

First.—We have agreed to make a division of the competitive traffic, which shall date from March 13, 1882.

Second.—That we adjourn to meet at the office of the Commissioner, March 15, 1882, to resume negotiations for a division; and that, then failing to agree, we will submit the questions at issue to a Board of Arbitration, to be named by the Trunk Line Executive Committee, and that such submission shall be made before April 15, 1882.

The Cincinnati Committee presented the following report :

First.—We have agreed to make a division of the competitive traffic, which shall date from March 13, 1882.

Second.—That we adjourn to meet at Cincinnati on the 20th inst., to resume negotiations for a division; and that, then failing to agree, we will submit the questions at issue to the Board of Arbitration, to be named by the Trunk Line Executive Committee, and that such submission shall be made on or before April 15, 1882.

Mr. Duncan said, that the St. Louis Committee had nothing further to add to the report made yesterday.

Mr. Gray said, that the Indianapolis Committee would not present any formal report, but that the present arrangements at Indianapolis would continue in effect until agreements had been arrived at at Chicago and the other points, and that any new division that may be agreed upon will take effect on March 13.

Mr. Diehl said, that he was the only representative from Peoria present, but that as far as he knew, the existing arrangement at Peoria was satisfactory to all parties, and that upon his return he would endeavor to arrange for the division of traffic at that point, commencing March 13.

The Chairman said, that the agreement for the division of traffic at Louisville had never been abrogated, and would continue in force.

The Chairman then announced that he had no further business to bring before the meeting.

A motion was then made to adjourn, which was carried.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 317.

*Issued March 4, 1882.*REQUEST FOR VOTE UPON THE RESOLUTIONS PASSED AT MEETING OF THE
JOINT EXECUTIVE COMMITTEE, MARCH 1, 2 AND 3, 1882.

At a meeting of the Joint Executive Committee, held March 1, 2 and 3, 1882, the attached resolutions were adopted, which are in the nature of an addition to the existing organization of the Joint Executive Committee, under which the business of that Committee is hereafter to be conducted.

As all the roads were not represented at the meeting, and it is essential that these resolutions should have the unanimous consent of the members of the Committee before they become binding, I respectfully request that you will record your vote upon the copy herewith enclosed, and return to me before the 11th of March next.

The agreements to advance rates were entered into by the Committee, with the understanding that proper means should be adopted for their future maintenance. It is thought necessary that the conditions under which the members of the Committee are to co-operate with each other hereafter, should be fully understood and agreed upon.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

[The resolutions attached to this circular appear on pages 22, 23 and 24, of Proceedings of Meeting of March 1, 2 and 3, 1882.]

CIRCULAR No. 318.

Issued March 4, 1882.

PROPOSED DIVISION OF PASSENGER EARNINGS OF THE WESTERN ROADS.

The following report of the Committee, appointed by the Joint Executive Committee, to consider the subject of Division of Passenger Earnings of the Western roads, was adopted by the Joint Executive Committee.

Copy of the report is herewith submitted to the roads mentioned in the report. The companies named, who are not represented on the Joint Executive Committee, are respectfully invited to attend the meeting called for the 16th of March, for the purpose stated.

REPORT OF COMMITTEE.

The Committee composed of the General Passenger Agents of railroads represented on the Joint Executive Committee, assembled at the office of the Commissioner, in New York City, on the 1st and 2d days of March, 1882. It was deemed advisable to call a meeting of the representatives of the Passenger Departments of the roads hereinafter named, to convene at the Commissioner's office, No. 346 Broadway, New York, at 10 o'clock A. M., of Thursday, March 16, inst., for the purpose of carrying the benefits obtained under the recent Eastern Trunk Line agreement, into the territory of the lines West of the Western termini of those lines, and East of Chicago, Peoria, Keokuk, Quincy, Hannibal, St. Louis and Cairo.

Pursuant to such purpose, the following resolutions were adopted, viz.:

Resolved: 1st, That it is the sense of this Committee, that a division be made of the gross passenger earnings of the roads West of the Western termini of the Trunk Lines, and embracing all lines East of Lake Michigan, Chicago, Peoria, Hannibal, Quincy, Keokuk, Louisiana, St. Louis, Cairo, Louisville, Evansville and Cincinnati, and up to Parkersburg, Wheeling, Pittsburg, Salamanca, Dunkirk, Buffalo, International Bridge, Suspension Bridge and Lewiston.

2d. That the said division shall be based, generally, upon the gross passenger earnings of 1880.

3d. That the basis of the said division shall conform, as nearly as practicable, to that adopted by the Eastern Trunk Lines.

4th. That said division shall take effect as of March 1, 1882, or upon such other day as may be agreed upon.

Resolved, That Commissioner Fink be requested to furnish the General Passenger Agents of the roads represented on the Joint Executive Committee, with such extracts from the Eastern Trunk Line agreement, as the representatives of the Eastern Trunk Lines may recommend, for the information of said roads.

Resolved, That when this Committee adjourn, it adjourn to meet at the office of the Commissioner, No. 346 Broadway, New York, at 10 a. m. of Thursday, the 16th day of March, inst., and that the managing officers and General Passenger Agents of the following named roads be requested to attend said meeting, and to bring with them statements of the gross passenger earnings of their respective lines, for the calendar years 1879, 1880 and 1881, made up exclusive of commissions, express and mail, and including extra baggage :

Michigan Central,
Ohio & Mississippi,
Pitts., Cinn. & St. Louis,
Great Western,
Grand Trunk (Buffalo Div.),
Marietta & Cincinnati,
Chicago & Alton,
Baltimore & Ohio,
N. Y., Penn. & Ohio,
Flint & Pere Marquette,
Grand Rapids & Ind.,
Columbus, H. V. & Toledo,
Scioto Valley,
Cinn., Ham. & Dayton,
Chicago & Eastern Ills.,
Louisville, N. A. & Chicago,
Cleve'd, Tuscarawas Valley &
Wheeling,
Cleveland & Marietta,
Ft. Wayne, Muncie & Cinn.,
Ft. Wayne, Jackson & Saginaw,
Indianapolis & St. Louis,

Pennsylvania Co.,
Lake Shore & Mich. Southern,
Canada Southern,
Wab., St. Louis & Pacific,
Vandalia Line,
L'ville, Cinn. & Lex. Div. L. & N.,
Det., Hillsdale & Mich.,
Cleve., Col., Cinn. & Ind.,
Det., Grand Haven & Mil.,
Illinois Central,
Lake Erie & Western,
Ohio Central,
Ind., Bloomington & Western,
Jeffersonville, Mad. & Indianapolis,
Evansville, T. H. & Chicago,
Dayton & Union,
Cinn., Wabash & Mich.,
Det., Lansing & Northern,
Toledo & Ann Arbor,
Valley,
Pittsburg & Lake Erie.

The Committee then adjourned to meet on Thursday, March 16, 1882, at 10 a. m.

C. K. LORD,
Chairman.

PERCEVAL LOWELL,
Secretary.

For your information, extracts from the contemplated agreement between the Trunk Lines, in relation to the Division of Passenger Earnings, accompany this circular (the agreement is not yet executed, and may be subject to some modification), also Circular No. 133, issued December 13, 1879, with attached Comparative Statement of Gross Passenger Earnings of eighteen Western roads, for the five years ending with the year 1878.

This information may be of some use in showing the steps that were to be taken at that time, when the same subject was under consideration.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst Sec'y.

CIRCULAR No. 319.

Issued March 2, 1882.

ADVANCE IN EAST BOUND RATES—TAKING EFFECT MARCH 13, 1882.

At the meeting of the Joint Executive Committee, held this day, it was agreed that on and after Monday, March 13, 1882, the following rates should take effect:

CHICAGO TO NEW YORK.

Class.	1	2	3	4	5	6	7	8	9	10	Live Hogs.	Cat- tle, (gross rate.)	Dressed Beef.	Horses, Sheep and Mules.
Rates in cents per 100 lbs.	1 00	85	70	60	50	45	30	25	35	30	30	35	40	60

The rates on Dressed Hogs to be upon the basis of 40 cents per 100 lbs., Chicago to New York, in ordinary cars, and 45 cents per 100 lbs. in refrigerator cars.

The basis of Lumber and Tenth (10th) Class rates from March 13, 1882, to October 31, 1882, will be as follows:

From Chicago to New York 30 cents per 100 lbs
From Chicago to Boston 35 cents per 100 lbs.

The above *guarantee of time* does not apply to points in New England taking Boston rates.

The rates on Highwines, Whiskey, Alcohol, and Domestic Spirits, in car loads of 24,000 lbs. and over, \$20 valuation, O. R. of leakage, will be on the fixed basis of 35 cents per 100 lbs., Chicago to New York. Rates on Ale, Beer and Porter, O. R., C. L., same as on Highwines.

Rates on Base Bullion, Ore (Silver, Lead, etc.), Copper Matts or Ingots, and Copper Residue, value not to exceed \$100 per net ton, will be on a fixed basis of 30 cents per 100 lbs., Chicago to New York.

Pipe (Sewer or Cement), and Drain Tile, O. R., C. L., will be on the fixed basis of 30 cents per 100 lbs., Chicago to New York.

Rates from other points on the agreed percentage basis.

In making reports to this office, articles not classified, and for which there is no particular column provided, will be reported in the class corresponding in rate.

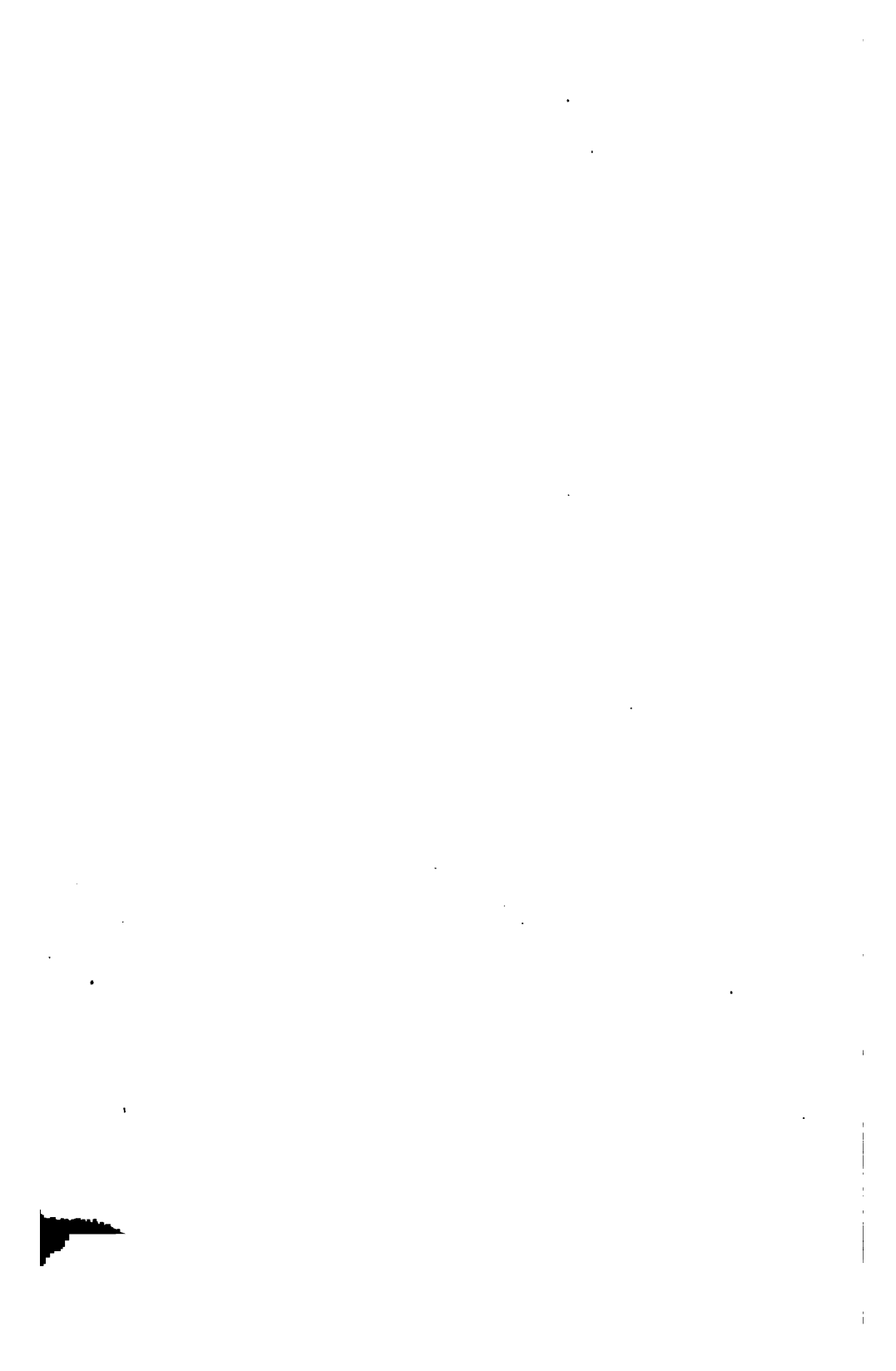
If there is no corresponding class rate, or special column in the blank reports, such articles will be reported as "Special."

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.





CIRCULAR No. 320.

Issued March 25, 1882.

REVISION OF CONTRACTS AND SETTLEMENT OF DRAWBACKS.

Your attention is called to the following resolutions which were adopted by the Joint Executive Committee at the last meeting :

Resolved, "That a revised list of contracts be sent to the Commissioner by each of the general freight agents of the initial roads over which said contracts were made ; said list not to embrace any contracts that were not already reported, omitting only such as have expired by limitation or have been abrogated."

Resolved, "That commencing with March 13, 1882, all drawback vouchers that may become necessary in order to carry out the existing approved contracts, shall be submitted to the Chairman for approval before they are paid. All freight shall be billed at full tariff rates from and after that date."

Will you please send me, immediately, a revised list of contracts in accordance with said resolutions?

The contract for the division of Eastbound freight traffic passing over the Trunk Lines having now been completed, the strictest compliance with these resolutions is respectfully requested. If any contracts have been made over the line of your road by connecting roads which are not members of the Association, you will please report the same to this office immediately, for, if such contracts are not reported, they cannot be recognized in the final settlement by the Trunk Lines.

Only the contracts that remain in force after March 13, and which were previously reported to this office, are to be included in the revised list.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 321.

Issued March 25, 1882.

NOTICE THAT TRAFFIC UPON WHICH ESTABLISHED RATES ARE NOT MAINTAINED WILL NOT BE RECEIVED FROM CONNECTING ROADS.

At the meeting of the Joint Executive Committee, held March 2 and 3, 1882, certain plans were adopted to insure the future maintenance of tariffs. I was directed to give notice in behalf of the members of the Joint Executive Committee of their action, and accordingly send herewith copy of the following resolution, which is hereafter to be carried into effect. (See Proceedings, Article 7, page 23):

Seventh.—"When traffic originates upon roads which are not represented on the Committee, the connecting roads over which the traffic passes, represented on the Committee, shall be held responsible for the maintenance of rates, and shall under no circumstances charge less than the full proportion of the through rate; and all roads represented on this Committee shall refuse to receive any traffic upon which the agreed rates established by this Committee are not maintained, and joint notice to that effect shall be given to all connecting roads."

This resolution applies to all traffic now interchanged upon a *pro rata* basis with the roads represented on the Joint Executive Committee.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y:

CIRCULAR No. 322.

Issued March 27, 1882.

PROPOSED PLAN FOR DIVISION OF PASSENGER TRAFFIC BETWEEN ROADS IN
THE TERRITORY WEST OF WESTERN TERMINI OF THE TRUNK
LINES AND EAST OF MISSISSIPPI RIVER.

In accordance with Circular No. 318, issued from this office March 4, 1882, giving the report of the Committee of

General Passenger Agents of the roads represented on the Joint Executive Committee, a meeting was held in New York, on March 16 and 17, 1882, to consider a plan for the division of passenger traffic between the roads mentioned in said Circular. All the roads named were represented except the following :

Grand Trunk (Buffalo Division),	Cin., Ind., St. Louis & Chicago,
Chicago & Alton,	Ft. Wayne, Jackson & Saginaw,
Flint & Pere Marquette,	Louisville, Cinn. & Lexington
Columbus, Hocking Valley &	Div. of L. & N.,
• Toledo,	Detroit, Hillsdale & Michigan,
Chicago & Eastern Illinois,	Illinois Central,
Louisville, New Albany &	Ohio Central,
Chicago,	Evansville, Terre Haute & Chi-
Cleveland, Tuscarawas Val-	cago,
ley & Wheeling,	Cincinnati, Wabash & Michi-
Cleveland & Marietta,	gan,
Ft. Wayne, Muncie & Cincin-	Toledo & Ann Arbor,
nati,	Valley.

The roads represented, whose names appear on the title page of agreement, embracing the great majority of the roads in interest, agreed upon the general features of a contract (based upon the general plan of the Trunk Line agreement, which has now been executed and takes effect from Feb. 1, 1882), and have requested me to submit said report to all the roads in interest, for further consideration, and to call at the earliest possible time a meeting of the General Managers, for the perfection of the agreement and its final execution by the Western roads.

In accordance with this request, I send you herewith a copy of said report, and respectfully request :

First.—That all the roads which were not represented at the meeting, and which have not yet signified their intention and willingness to co-operate with the others, will advise me whether they have finally decided that they will not become a party to said agreement.

Second.—That the roads represented at the meeting, and also the roads which may signify their willingness to become a party to the agreement upon the general plan recommended

by the Committee, will comply with the resolution in the report, to furnish to this office statistics relating to passenger business, covering the period from 1874 to 1881, inclusive, showing each year's gross passenger earnings, including earnings from extra baggage, and excluding commissions, receipts from tickets and fares refunded, and mail and express, also the number of passengers carried, and the number of passengers carried one mile.

The statements which may be submitted, of course, will be subject to future corrections, as absolute accuracy is not required until the agreement is perfected.

There may also be some difficulty in regard to making reports of the earnings of such roads as have lately changed ownership, but so far as practicable, the previous earnings of these roads should be reported ; provision being made in the agreement, that if on account of any changed condition in the relations of these roads by which their earnings are likely to be increased, modifications shall be made in the final division of traffic.

I would also request that the roads which are not yet fully convinced of the benefit which they may derive from entering into this agreement, will report to me their objections, and the reasons therefor, in the hope that a fuller explanation may tend towards removing their objections, or that a modification of the agreement could be suggested that would have that effect.

In conclusion I will say, that the Trunk Lines on March 23 ratified the agreement for a division of the passenger traffic, and have opened a credit to be used in settlement of monthly balances ; there is, therefore, every reason to suppose that the great difficulties which have heretofore stood in the way of securing to the railroad companies a reasonable compensation for their services, as well as avoiding the complaints of the public, have been removed, and your co-operation in this matter, upon the general plan proposed, will give further efficiency and permanency to this plan.

I trust that, considering the importance of the subject, you

will favor me with an early reply or prompt action upon the recommendation of the Committee.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 323. .

Issued March 30, 1882.

HIGHWINES, WHISKEY, ETC., BILLED AT LESS THAN ACTUAL WEIGHT.

Complaints are made that Circular No. 217, issued October 2, 1880 (page 203, Proceedings 1880), is not adhered to by all the Western roads, and also that some of the Eastern Trunk Lines fail to weigh at destination and collect charges on actual weight, when such weight is over the agreed minimum of 24,000 lbs.

Attention is called to this matter, with the request that the Western roads will strictly comply with the terms of Circular No. 217, by billing all shipments of Highwines, Whiskey, etc., at 32,000 lbs. per car load, in all cases where shippers do not give the actual weight, and that the Eastern Trunk Lines will weigh such shipments at destination, and collect charges on actual weight, making reports to this office, on the blanks already provided, of all receipts of such property, showing the amount of charges as billed, and as collected from consignees, observing that no shipment is to be charged for at less weight than the agreed minimum of 24,000 lbs. per car load.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 324.

Issued March 31, 1882.

ADVANCE IN LIVE STOCK AND DRESSED BEEF RATES.

At a meeting of the Standing Committee of the Joint Executive Committee, held on the 30th inst., it was agreed that, taking effect April 10, 1882, the gross rate on *Cattle* be advanced to 50 cents per 100 lbs., and the rate on *Dressed Beef* to 64 cents per 100 lbs., on the basis, Chicago to New York.

The present rates on Horses, Mules and Sheep (60 cents per 100 lbs.), and Live Hogs (30 cents per 100 lbs.), remain unchanged until further notice.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 325.

Issued April 3, 1882.

EVENING OF LIVE STOCK BALANCES.

At a meeting of the Joint Executive Committee on March 3, 1882, the particular method of conducting the Live Stock business in future was referred to the Standing Committee for definite action (see Article 144, pages 32 and 33, of Proceedings of Joint Executive Committee, 1882).

The Standing Committee, consisting of the Executives of the Trunk Lines, have agreed upon the following plan, which is part of the agreement entered into on March 30, 1882, for the division of Live Stock traffic between the Trunk Lines :

Article VII.

Section 3.—In order further to aid in the proper division of the tonnage, the plan heretofore adopted by the Joint Executive Committee, of appointing a Joint Agent

of the terminal roads at each of the points where a division of Live Stock traffic is made, which agent shall order shipments to be made in accordance with the direction of the Commissioner, shall be adopted and carried out; and all shippers who shall conform to the directions of such Joint Agent shall be entitled to reductions as formerly agreed upon, or as may hereafter be agreed upon, as an inducement to ship in accordance with such directions; all shippers failing to do this, shall pay the gross established rate.

Section 4.—In order the more effectually to carry into execution the provisions of the foregoing Section, the following plan shall be carried out in connection with the Western roads represented on the Joint Executive Committee, viz: All Live Stock coming from points where a division has been made, shall be way billed at the full gross rate, and the amount of the reduction referred to in the foregoing Section (to be allowed in case shipments are made in accordance with the directions of the Joint Agent), shall be reported separately upon the way bills, and when collected from the shipper, shall be deposited with the Commissioner, or such other agent as may hereafter be appointed.

In all cases where the directions of the Joint Agent has been carried out, the amount so collected shall be refunded to the shipper. In cases of refusal to carry out such directions, the sum so collected shall be disposed of as may hereafter be agreed upon.

The Commissioner is authorized to arrange with the Western roads to carry out the provisions of this Section, and shall give to them and to the parties to this agreement the necessary directions, in detail, for that purpose.

In accordance with the above, I ask that the terminal roads where a division of Live Stock is agreed upon, give instructions to have the difference between the net and gross rate, reported on the way bills in favor of the Commissioner, and that the receiving roads will collect this amount and deposit it in such bank as they may select, reporting to me each deposit made, and the party or parties in whose favor it is made, and inform the shipper that upon presentation of the receipted freight bills, the amount will be refunded to him if his shipments have been made in accordance with the directions of the Joint Agent. The Joint Agents at points of division will note in *red ink* upon the reports made to this office, any shipments that are *not* made in accordance with their instructions.

If there should be any difficulties in carrying out this plan

please inform me, so that proper means may be devised for their removal.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR NO. 326.

Issued April 5, 1882.

POSTPONEMENT OF ADVANCE OF LIVE STOCK AND DRESSED BEEF RATES, AND
CALL FOR MEETING TO BE HELD APRIL 12, 1882.

On account of the impossibility of perfecting the arrangements for the maintenance of Live Stock and Dressed Beef rates before April 10, the Standing Committee has agreed to postpone advance of rates until such day as agreements may be perfected, which will probably be during the coming week.

It is also absolutely necessary that the agreements for division at Chicago, St. Louis, Cincinnati, Indianapolis and Peoria, both for Live Stock and Dead Freight, be at once perfected, and I hereby call a meeting of the initial roads at such points on Wednesday next, April 12, at 11 o'clock a. m., at this office, to perfect said arrangements.

Please notify me whether you will be present, and be prepared to remain until all these questions are finally disposed of.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 327.

Issued April 7, 1882.

REBATE ON HIGHWINES, ETC., APPLIES TO CAR LOAD SHIPMENTS ONLY.

The question has been asked, whether the reduction of five (5) cents to be allowed on Highwines, etc., in cases where contracts exist, applied to car load shipments only?

As this reduction was made on account of the existence of contracts on car load shipments only, it applies exclusively to car load shipments. Please be guided accordingly.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Asst. Sec'y.

CIRCULAR No. 328.

Issued April 8, 1882.

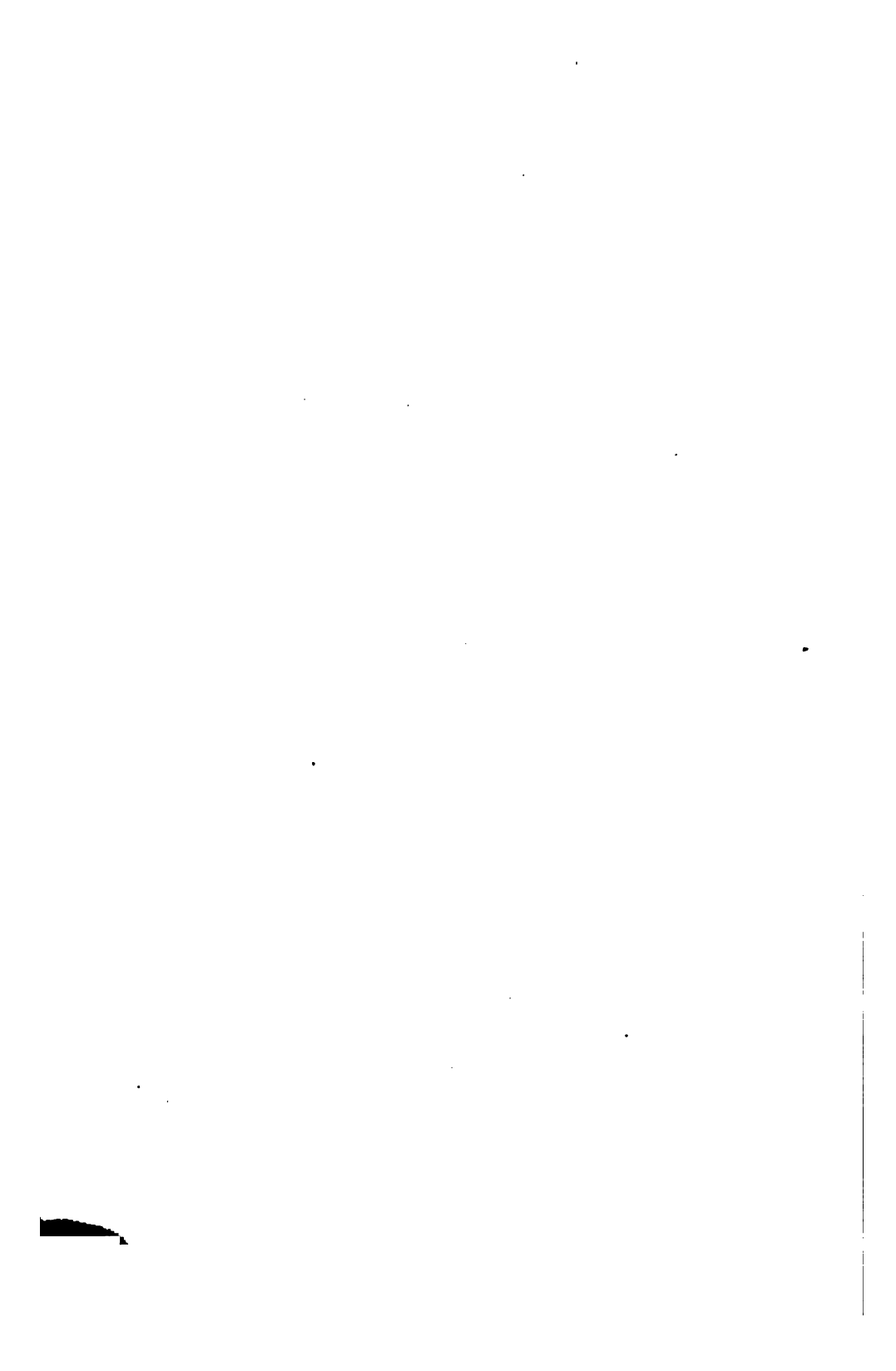
ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the classification of Westbound freight, *to take effect Monday, April 10, 1882.*

Leather, scrap, in bags or crates 3

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Asst. Sec'y.





CIRCULAR No. 329.

Issued April 13, 1882.

REQUEST FOR VOTE ON THE ADOPTION OF THE REPORT OF THE CLASSIFICATION COMMITTEE.

A meeting of the Classification Committee was held in New York, April 12, 1882, to consider applications for changes in classification, etc. This Committee makes the following report, recommending certain additions to, changes in, and erasures from the "Official Classification of Eastbound Freight," to take effect April 24, 1882, which recommendations are herewith submitted for the vote of the Joint Executive Committee.

Please record your vote on one of the enclosed copies, and return it to this office at your earliest convenience, so that the recommendations of the Committee, if adopted, can take effect on the above named date.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

REPORT OF CLASSIFICATION COMMITTEE.

Additions to Classification :

Baggage Barrows, set up, L. C. L.....	1
Same, K. D., L. C. L.....	3
Same, C. L.....	6
Barb Wire, L. C. L.....	6
Same, C. L.....	7
Bromide, in iron drums.....	same as Acid.
Buggy Seats, boxed or crated.....	2
Cars, Hand, set up, L. C. L.....	1
Same, K. D., L. C. L.....	3
Same, C. L.....	6
Cattle Food, in boxes or bbls.....	6
Game Traps, boxed ...	1
Glue Scrap and Sizing, C. L.....	7
Peas, C. L.....	7
Pop Corn, in bbls. or boxes.....	6
Same, in bulk or in bags....	not taken.
Potash, in bbls. or casks, C. L.....	7
Sizing and Glue Scrap, C. L.....	7
Soda, in kegs or boxes, C. L.....	7
Soda Ash, in casks or kegs, C. L.....	7
Stove Boards, in cases.....	6
Trucks, Hand, L. C. L.....	2
Same, C. L.....	6
Wagon Seats, boxed or crated.....	2

Changes in Classification :

{ Acetate of Lime, L. C. L.	3
<i>Changed to :</i>	
{ Acetate of Lime, L. C. L.	5
{ Acetate of Lime, C. L.	6
<i>Changed to :</i>	
{ Acetate of Lime, C. L.	7
{ Corn, dried, in bbls. or boxes—L. C. L.	
<i>Changed to read :</i>	
{ Corn, dried (except Pop Corn), in bbls. or boxes—L. C. L.	
{ Hides, dry, pressed in bales, C. L.—minimum weight 15,000 lbs.	
<i>Changed to read :</i>	
{ Hides, dry, pressed in bales, C. L.—minimum weight 12,000 lbs.	
{ Money drawers, boxed or crated, O. R.	1
<i>Changed to :</i>	
{ Money drawers, boxed or crated, O. R.	2
Portable Engines—to be at owner's risk.	

Erasures from Classification :

Coffins, entirely K. D., boxed, O. R.
Warehouse Trucks.
Zinc Boards.

COMMUNICATIONS LAID OVER.

Communications in regard to the following articles were laid on the table, as it was deemed to be injudicious to make any change in the present classification, viz. :

Spokes, boxed ; Coffins, C. L. ; Straw Board, and Harvesting Machines.

RESOLUTIONS ADOPTED.

Resolved, That the Chairman of the Joint Executive Committee be requested to specially notify all parties interested in the Eastbound Traffic East and West of the Mississippi, that *Flaxseed cannot be transported in bulk*, but must be in packages. Also, that the five (5) per cent. hitherto allowed for shrinkage of Green Hides was abrogated in the Classification which took effect March 13, and that no allowance can now be made.

Resolved, That the changes herein named shall (after the approval by the Joint Executive Committee), be made to take effect April 24.

Respectfully submitted.

F. H. KINGSBURY,

Chairman.

J. T. R. McKAY,

Secretary.

CIRCULAR No. 330.

Issued April 13, 1882.

ADVANCE IN LIVE STOCK AND DRESSED BEEF RATES, TAKING
EFFECT APRIL 17, 1882, AND ACTUAL WEIGHT
TO BE CHARGED ON SHIPMENTS
OF LIVE STOCK AND
DRESSED BEEF.

The agreement in regard to the Division of Live Stock having now been perfected, the advance in Live Stock and Dressed Beef Rates, which was agreed upon to take effect April 10, 1882, will take effect April 17, 1882, as follows :

CHICAGO TO NEW YORK.

	Cattle, Gross Rate.	Live Hogs, Net Rate.	Sheep, Gross Rate.	Horses and Mules, Net Rate.	Dressed Beef.
Rate in cents per 100 lbs.,	50	30	60	60	64

The following rates will also take effect on same date, viz. :

CHICAGO TO BUFFALO AND PITTSBURGH.

	Cattle, Gross Rate.	Live Hogs, Net Rate.	Sheep, Gross Rate.	Horses and Mules, Net Rate.
Rate in cents per 100 lbs.,	27½	17½	32½	32½

At a meeting of the Standing Committee and the representatives of the Western Roads, held this day, the following resolutions were unanimously adopted :

Resolved, That on and after Monday, April 17, 1882, the charges for transportation of Dressed Beef shall be assessed upon actual weight (to be not less than the minimum car load weight), at the time and place of shipment.

Resolved. That on and after Monday, April 17, 1882, the charges for transportation of Live Stock shipments from all important points where Stock yard facilities exist for weighing Live Stock, shall be assessed upon actual weight (to be not less than the minimum car load weight), as ascertained at time and place of shipment.

Resolved, That upon shipments of Dressed Beef no allowance shall be made for icing.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 331.

Issued April 13, 1882.

EVENING OF LIVE STOCK BALANCES.

Since Circular No. 325 was issued, various modifications have been made in the agreement for the Division of Live Stock Traffic between the Trunk Lines; and, at a meeting of the Standing Committee, held this day, the following plan for the Evening of Live Stock Balances was agreed upon (being part of the agreement between the Trunk Lines), and will be substituted for the plan given in above named circular:

ARTICLE VII.

SECTION 3. In order further to aid in the proper division of the tonnage, the plan heretofore adopted by the Joint Executive Committee, of appointing a joint agent of the terminal roads, at each of the points where a division of Live Stock traffic is made, which agent shall order shipments to be made in accordance with the direction of the Commissioner, shall be adopted and carried out; and all shippers who shall conform to the directions of such joint agent, shall be entitled to reductions as formerly agreed upon, or as may hereafter be agreed upon, as an inducement to ship in accordance with such directions; all shippers failing to do this shall pay the gross established rate.

SECTION 4. In order the more effectually to carry into execution the provisions of the foregoing section, the following plan shall be carried out, in connection with the Western roads represented on the Joint Executive Committee, viz.:

All Cattle and Sheep, from points where an agreed division has been or shall be made, shall be billed at the gross rate.

On all shipments made in accordance with the direction of the Commissioner and the joint agents, the agreed amount of reduction shall be paid to the shippers by the Eastern terminal roads.

On all shipments not in accordance with such directions, the Eastern terminal roads shall pay the amount of such agreed reduction to the Commissioner, who shall make such disposition of the same as may be hereafter agreed upon by the parties in interest.

The Eastern terminal roads will collect the proportion of such payments due from their connections upon copies of the vouchers receipted by the shippers or Commissioner, as above provided.

In accordance with the above, the joint agents at points of division, will note in *red ink*, upon the reports made to this office, any shipments that are *not* made in compliance with

their directions ; also stating by what route the shipments should have been forwarded.

The initial roads will please instruct the billing agents of Live Stock to note upon the way bill, when so instructed by the joint agents, all shipments not made in accordance with his directions ; and, in rebilling at intermediate stations, the same notation should be made upon the way bills.

The terminal roads, collecting the freight from the shipper, on all shipments not made in accordance with the directions of the joint agents, will prepare vouchers for the amount of the agreed reduction, giving the origin point of shipment, number of cars in which loaded, and all other particulars, for the purpose of identifying the shipment, and send the same with the agreed amount of reduction to the Commissioner.

All Live Stock is to be billed at the gross rate.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 332.

PROCEEDINGS OF THE TRUNK LINE EXECUTIVE COMMITTEE,
AT A MEETING HELD AT THE OFFICE OF THE
COMMISSIONER, APRIL 12 AND 13, 1889.

Present:

L. J. SEARGEANT.....Traffic Manager.....Grand Trunk Railway.
H. J. HAYDEN.....Gen'l Traf. M'gr.....N. Y. C. & H. R. R.R.
R. C. VILAS.....Gen'l Frt. Agt.....N. Y., L. E. & W. R.R.
JNO. WHITTAKER.....General Agent.....Pennsylvania R.R.
FRANK HARRIOTT.....Gen'l Frt. Agt.....Baltimore & Ohio R.R.

There were also present :

A. S. BALDWIN.....Gen'l Live Stock Agt...N. Y., L. E. & W. R.R.
JNO. B. DUTCHER.....Gen'l Live Stock Agt...N. Y. C. & H. R. R.R.
JNO. PORTEOUS.....Gen'l Frt. Agt.....Grand Trunk Railway.
JNO. NEWELL.....General Manager.....Lake Shore & Mich. So. Ry.
GEO. H. VAILLANT...Gen'l Frt. Agt....." " " "
H. B. LEDYARD.....General Manager.....Michigan Central R.R.
J. A. GRIER.....Gen'l Frt. Agt....." " "
J. N. McCULLOUGH...First Vice Prest.....Pennsylvania Company.
WM. STEWART.....Gen'l Frt. Agt....." "
J. M. ADAMS.....President.....N. Y., Penn. & Ohio R.R.
G. G. COCHRAN.....Gen'l Frt. Agt....." " " "
JNO. C. GAULT.....Second Vice Prest.....Wab., St. Louis & Pac. Ry.
A. C. BIRD.....Gen'l Frt. Agt....." " " "
O. B. SKINNER.....Traffic Manager.....C., C. & I., C., H. & D., and
I. & St. L. R. R'ds.
LANSING MILLIS.....General Manager.....Central Vermont R.R. Line.
F. BROUGHTON.....General Manager.....Great Western Railway.
W. H. PERRY.....Gen'l Frt. Agt.....Canada Southern Ry.
S. R. CALLAWAY.....General Manager.....Chicago & G. T. Ry.
G. B. REEVE.....Traffic Manager... " " "
J. H. STEWART.....Receiver.....Mar. & Cin. R.R.
R. M. FRASER.....Gen'l Frt. Agt....." " "
H. W. HIBBARD.....Gen'l Frt. Agt.....Vandalia Line.
H. W. GAYS.....Gen'l Frt. Agt.....Ind. & St. Louis R.R.
H. C. DIEHL.....Gen'l Frt. Agt.....Ind., Bloom. & West. Ry.
I. H. KNOX.....Joint Live Stock Agt...St. Louis, Mo.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

H. C. BLYE,
Gen'l Agent.

FIRST DAY, Wednesday, *April 12*, 1882.

I.—AGREEMENT FOR DIVISION OF LIVE STOCK AND DRESSED BEEF TRAFFIC BETWEEN THE FIVE TRUNK LINES.

The Agreement for Division of Live Stock and Dressed Beef traffic between the Trunk Lines was then considered in detail, and its consideration is to be continued at the meeting to-morrow.

II.—CHARGE AGAINST COMMERCIAL EXPRESS AND U. S. MAIL LINES OF CUTTING RATES ON TOBACCO FROM LOUISVILLE.

The Commissioner read a telegram from Mr. Wm. Duncan, G. F. A., Ohio & Miss. Ry., charging the Commercial Express and U. S. Mail Lines with cutting the rates on Tobacco shipments from Louisville.

Messrs. Cochran, Seargeant and Vilas gave positive assurance that no Tobacco was being carried over their roads at less than tariff rates.

The meeting then adjourned until Thursday, April 13, at 10 o'clock a. m.

SECOND DAY, Thursday, *April 13*, 1882.

The meeting was called to order by the Commissioner.

III.—AMENDMENT TO "AGREEMENT FOR DIVISION OF LIVE STOCK AND DRESSED BEEF TRAFFIC."

The Agreement for Division of Live Stock and Dressed Beef traffic between the Trunk Lines was further considered, and, after amendment, adopted, and one copy signed by Messrs. Seargeant, Hayden, Vilas, Whittaker and Harriott. The agreement is to be finally executed by the chief executive officers of the respective companies.

IV.—STOCK-YARD AGENTS TO FURNISH BILLING AGENTS DUPLICATE SCALE TICKETS.

The next question considered was the method to be adopted to secure the actual weight of Live Stock at point of shipment, and it was agreed that the stock-yard agents should furnish the agents of the railroads with duplicate scale-tickets, and if all the Live Stock weighed is not shipped, the average weight per head is to be taken.

V.—INSTRUCTIONS TO BILLING AGENTS.

The Commissioner stated that he would issue a circular requesting the initial roads to instruct their agents to bill Live Stock in accordance with the directions of the Joint Agents. (See Circular No. 331.)

VI.—ADVANCE IN RATES ON LIVE STOCK AND DRESSED BEEF.

The Commissioner said that notice had been given for an advance in Live Stock and Dressed Beef rates, to take effect on April 10. Owing to the delay in completing the agreement between the Trunk Lines, the contemplated advance had been postponed, but that now, as the agreement had been perfected and signed, the rates could be advanced.

It was agreed that the advance in rates should be made, to take effect on Monday, April 17, 1882. (See Circular No. 330.) It was understood that up to May 1 any agreement which had been made for the transportation of Sheep at less than tariff rates could be carried out.

VII.—RATES ON HORSES, MULES AND SHEEP TO BOSTON.

It was informally agreed that the rates on Horses, Mules and Sheep shall be the same to Boston as to New York, the rates on the other classes of Live Stock being also the same.

**VIII.—ACTUAL WEIGHTS TO BE CHARGED ON LIVE STOCK
AND DRESSED BEEF SHIPMENTS. NO ALLOWANCE
TO BE MADE FOR ICING.**

Resolutions to the effect that actual weight should be charged on Live Stock and Dressed Beef shipments, and that no allowance should be made for icing, were unanimously adopted. (See Circular No. 330.)

IX.—BASIS FOR MAKING RATES ON CATTLE, ETC.

In response to inquiry of Mr. R. M. Fraser, the Commissioner stated that the proper manner to arrive at the net rate on Cattle was as follows :

From points of less distance than from Chicago to New York, the difference between the gross rate and the net rate is to be scaled according to the established percentages, and from all points of greater distance than Chicago, the same difference is to be allowed as from Chicago.

After the appointment of meetings of the roads interested in the division of Live Stock in Boston and New England, the Cincinnati Committee and the Indianapolis Committee, to be held Friday, April 14, the meeting adjourned.

FRIDAY, *April 14*, 1882.

The representatives of the Trunk Lines interested in the division of Live Stock in Boston and New England met, and presented their arguments to the Commissioner.

The Indianapolis and Cincinnati Committees also met at the appointed time. For Proceedings of these committees, see Circulars Nos. 333 and 336 respectively.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 333.

PROCEEDINGS OF THE INDIANAPOLIS COMMITTEE AT A MEETING
HELD AT THE OFFICE OF THE COMMISSIONER,
NEW YORK, FRIDAY, APRIL 14, 1882.

Present :

O. B. SKINNER... Traffic Manager.... C., C., C. & I. R'y, etc.
A. C. BIRD..... Genl. Frt. Agent.... W., St. L. & P. R'y.
WM. STEWART... Genl. Frt. Agent.... Pennsylvania Co.
H. W. GAYS..... Genl. Frt. Agent.... Ind. & St. L. R'y.
ALBERT FINK... Commissioner.

Mr. M. E. Ingalls, President C., I., St. L. & C. R.R., not being present, communicated his willingness to co-operate in the division of traffic, and to submit any questions of difference to arbitration.

After consideration of the division of Live Stock, whether definite percentage should be allowed at once to the Wabash, St. Louis & Pacific Railway, or whether the present arrange-

ment should be continued, by which this road, as well as the C., I., St. L. & C. R.R., and the C., H. & D. Ry., are allowed to take such Live Stock as they are able to secure at full tariff rates, until such time as any one of the Indianapolis roads shall call for a definite apportionment, the question was submitted to the Commissioner, who decided :

That, for the present, and in view of the fact that a new road was soon to be opened from Indianapolis to the East, the present arrangement shall be continued, both in reference to Live Stock and Dead Freight, with the understanding that any of the Indianapolis roads can call for a definite apportionment of the percentages at any future day, and that when such call is made, the percentages shall be ascertained by arbitration, if they cannot be agreed upon, as soon thereafter as it is practicable, and that said percentages shall be in force from the date upon which notice is given.

All parties agreed to accept this decision.

On motion, the meeting adjourned.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 334.

PROCEEDINGS OF DETROIT COMMITTEE, AT A MEETING HELD AT THE
OFFICE OF THE COMMISSIONER, 346 BROADWAY, NEW
YORK, SATURDAY, APRIL 15, 1882.

Present :

L. J. SEARGEANT... Traf. Manager... Grand Trunk R'y.
W. P. TAYLOR Genl. Manager... Canada Southern R'y.
GEO. H. VAILLANT.. Genl. Frt. Agt.... L. S. & M. S. R'y.
JNO. PORTEOUS.... Genl. Frt. Agt.... Grand Trunk R'y.

H. C. BLYE,

Genl. Agent.

ALBERT FINK,

Commissioner.

The following memorandum was placed on file :

"NEW YORK, April 14, 1882

"MEM.

"TO ALBERT FINK, Esq., *Commissioner*.

"With a view of maintaining rates from the Detroit River to the Seaboard, you are hereby requested and authorized to arrange a pool between the Grand Trunk on the one hand, and the Canada Southern and Great Western on the other, of all business embraced in the Scott Award between the two latter companies, i. e., all traffic except Southwestern. Any of the parties to present a case for altered proportions to the Arbitration Committee whenever they may see fit to do so.

(Signed) "F. BROUGHTON, for Great Western R'y Co.

(Signed) "W. P. TAYLOR, Gen'l Mgr., Can. So. R'y Co."

After discussion of the subject, the following resolution was unanimously adopted :

Resolved, That there shall be a Division of Freight between the Lake Shore and Michigan Southern Railway, the Grand Trunk Railway, the Great Western Railway of Canada, and the Canada Southern Railway, to include all Dead Freight originating at or passing through Detroit, or Detroit Junction, Milwaukee Junction, Port Huron, Sarnia, St. Clair and Monroe, except all Southwestern freight, which is excluded in the Scott Award, destined to and beyond Toronto, or the Western termini of the Trunk Lines.

The division shall be made in the following manner :

1. Traffic from Detroit proper, in which the Lake Shore and Michigan Southern, the Canada Southern, the Great Western and the Grand Trunk Railways participate.
2. Chicago traffic by the Michigan Central Railroad between the three Canada connecting roads.
3. All other traffic named above between the three Canada roads.

Said division shall commence on the 13th day of March, 1882, and the percentages shall be determined by the Commissioner, which, if not satisfactory to all the parties, shall finally be determined by the Board of Arbitration, whose decision shall take effect as from March 13.

It was further

Resolved, That the Lake Shore and Michigan Southern and Grand Trunk Railway Companies will furnish to the Commissioner as soon as possible statements of Freight shipments out of Detroit proper to the points named, and that the Great Western Railway Company will furnish in addition a statement showing the business from Detroit to Toronto and points East thereof not included in the reports made to the Commissioner under the Scott Award.

Resolved, That the Grand Trunk Railway Company will furnish a statement of all the business to be embraced in the division, except from Detroit proper and from Chicago proper, and excepting Southwestern freight, that it has received from the various connecting roads during the years 1880 and 1881.

Resolved, That the Great Western Railway Company will furnish the corresponding statements.

The Committee then adjourned.

C. W. BULLEN,
Ass't Sec'y.

ALBERT FINK,
Chairman.

CIRCULAR No. 335.

PROCEEDINGS OF THE CHICAGO COMMITTEE, AT A MEETING HELD AT THE
OFFICE OF THE COMMISSIONER, NEW YORK, APRIL 13, 14 AND 15, 1882.

Present :

L. J. SEARGEANT, . . Vice Pres't, . . . Chic. & G. T. Ry.
H. B. LEDYARD, . . Gen'l Man'g'r, . . Mich. Cent. R.R.
FRANK HARRIOTT, . . Gen'l Frt. Agt., . Balt. & Ohio R.R.
J. N. McCULLOUGH, . First Vice Pres't, Pennsylvania Co.
WM. STEWART, . . . Gen'l Frt. Agt., " "
JOHN NEWELL, . . . Gen'l Mang'r, . . . L. S. & M. S. Ry.

FIRST DAY, Thursday, *April 13*, 1882.

Mr. Seargeant offered the following resolution, which was seconded by Mr. Harriott :

Resolved, That the Percentage Divisions between the Initial Chicago Lines awarded by the Board of Arbitration be adjusted up to May 1, 1881, in tonnage as may be awarded.

After discussion, it was agreed that if no adjustment could be made between the railroads under the former divisions, the subject should be submitted to arbitration.

The expediency of a revision of the percentages awarded in favor of the Chicago roads on Dead Freight and Live Stock was discussed, after which the Committee adjourned to Friday, April 14, at 2 o'clock p. m.

SECOND DAY, Friday, *April 14, 1882.*

The Committee met pursuant to adjournment, and adopted the following resolutions :

Whereas, A claim has been made for a revision of Percentages of Chicago Freight Traffic,

Resolved, That the Division of Percentages of Chicago Freight Traffic, both Dead Freight and Live Stock, is hereby referred to Commissioner Fink.

It is agreed that his award shall take effect from the respective dates at which the advance in tariff took effect, to wit: March 13, 1882, for Dead Freight, and April 17, 1882, for Live Stock. It is further

Resolved, That in making this reference, each party reserves the right to appeal from his award to the Board of Arbitration to be appointed by the Trunk Line Executive Committee, and if such appeal is made, the award of the Board of Arbitration shall take effect from the dates above named.

The Committee also recommended, as it was desirable that a meeting of the lines west of the Western termini of the Trunk Lines should be held at an early date, for the purpose of consummating arrangements for the Division of Passenger Traffic, that the Chairman of the Joint Executive Committee appoint a meeting of the lines in interest, to be held at Cleveland, O., on Wednesday, April 26, 1882, for the further consideration of the subject.

Adjourned to Saturday, April 15, at 11 o'clock a. m.

THIRD DAY, Saturday, *April 15, 1882.*

The Committee met pursuant to adjournment. Arguments were presented to the Commissioner, which will be reported separately.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 336.

PROCEEDINGS OF THE CINCINNATI COMMITTEE AT A MEETING
HELD AT THE OFFICE OF COMMISSIONER, NEW
YORK, FRIDAY, APRIL 14, 1882.

Present :

O. B. SKINNER, . . . Traffic Man'g'r, C., C., C. & I. Ry.
O. B. SKINNER, } . . Representing C., H. & D. R.R.
H. W. GAYS, }
J. H. STEWART, . . . Receiver, Mar. & Cinn. R.R.
R. M. FRASER, . . . Gen'l Fr't Agt., Mar. & Cinn. R.R.
J. M. ADAMS, . . . President, N. Y., P. & O. R.R.
GEO. G. COCHRAN, . . Gen'l Frt. Agt., N. Y., P. & O. R.R.
WILLIAM STEWART, . . Gen'l Frt. Agt., P., C. & St. L. Ry.
GEO. R. BLANCHARD, Vice President, N. Y., L. E. & W. R.R.
J. B. DUTCHER, . . . Live Stock Agt., N. Y. C. & H. R. R.R.
ALBERT FINK, . . . Commissioner.

The following resolution, presented by Mr. Cochran, was unanimously adopted, viz. :

Resolved, That the Divisions as between the different roads working eastward from Cincinnati, be made by Commissioner Fink, to govern until such time as the Arbitrators are appointed and make their award (in case the award made by the Commissioner is not satisfactory); which shall date from March 13, 1882, as per agreement of March 2 and 3, 1882.

The Commissioner then submitted to the roads represented, the question whether any change from the percentages as now allotted was desired.

The representatives of the Mar. & Cinn., the C., H. & D., and the C., C., C. & I. Companies expressed themselves as satisfied with the percentages as at present allotted.

Mr. Cochran, for the N. Y., P. & O. R.R., claimed that the detailed figures of the past year showed a great increase of business for that road since the change of its gauge, and entitled the N. Y., P. & O. R.R. to an increase of percentage, even apart from consideration of other and substantial increase of capacity, as in locomotives, cars, equipments generally, side track facilities, etc., etc.

He further claimed that the change in the relations of the C., C., C. & I. Ry. has also worked in favor of the N. Y.,

P. & O. R.R., the business of the N. Y., L. E. & W. R.R. having been transferred to the N. Y., P. & O. R.R.

Upon these statements, the representatives of the other roads stated that they had all increased their rolling stock, and that in this respect they thought the N. Y., P. & O. R.R. had no advantage over them.

Further arguments were then presented, and the Commissioner stated that he would give his decision as soon as possible.

The Committee then adjourned.

C. W. BULLEN,
Ass't Sec'y.

ALBERT FINK,
Chairman.

CIRCULAR No. 337.

PROCEEDINGS OF THE TRUNK LINE EXECUTIVE COMMITTEE, AT A
MEETING HELD AT THE OFFICE OF THE COMMISSIONER,
ON WEDNESDAY, APRIL 19, 1882.

Present:

W. K. VANDERBILT....	Second Vice President....	N. Y. Cen. & H. R. R.R.
G. R. BLANCHARD.....	Vice President.....	N. Y., L. E. & W. R.R.
A. J. CASSATT.....	First Vice President.....	Pennsylvania R.R.
FRANK HARRIOTT.....	Gen. Frt. Agent.....	Baltimore & Ohio R.R.
H. J. HAYDEN.....	Gen. Traffic Manager.....	N. Y. Cen. & H. R. R.R.
C. B. MEEKER.....	Gen. Pass. Agent.....	" " " "
R. C. VILAS.....	Gen. Frt. Agent.....	N. Y., L. E. & W. R.R.
JNO. N. ABBOTT.....	Gen. Pass. Agent.....	" " "
J. R. WOOD.....	Gen. Pass. Agent.....	Pennsylvania R.R.
C. K. LORD.....	Gen. Pass. Agent.....	Baltimore & Ohio R.R.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

I.—AGREEMENT FOR DIVISION OF EASTBOUND DEAD FREIGHT TRAFFIC.

The Commissioner stated that he had been advised by Mr. Hickson, that, owing to legal considerations, the Grand Trunk Ry. Co. was unable to agree to open a credit in favor

of the Commissioner as part of the Contract for the Division of Eastbound Dead Freight traffic, but that the Grand Trunk would agree to honor the drafts of the Commissioner. Mr. Hickson had forwarded a new Agreement, embracing the modifications desired, which had been already executed by the Grand Trunk Ry. Co.

The modified Agreement was then submitted to the meeting, and agreed to, and signed by Messrs. Vanderbilt, Blanchard and Cassatt, and is to be forwarded to Mr. Robert Garrett for execution by the Baltimore & Ohio R.R. Co.

II.—AGREEMENT FOR THE DIVISION OF LIVE STOCK AND DRESSED BEEF TRAFFIC.

The perfected Agreement for the Division of Live Stock and Dressed Beef traffic was then considered, and signed by Messrs. Vanderbilt, Blanchard and Cassatt, and will be forwarded to Messrs. Hickson and Garrett for execution for their respective companies.

III.—RATES ON COTTON.

In order to prevent further demoralization of the rates on Cotton, it was decided that, after consultation with the Cotton Committee, the rates should be fixed at the highest figure that could be made in competition with New Orleans, and that notice should be given the Western roads, that on and after May 1st, the Trunk Lines would exact their full proportion of the established rate on Cotton shipments from all points.

IV.—CHARGES THAT ERIE LINES WERE CUTTING RATES ON TOBACCO.

In explanation of the charge that the Erie Lines were cutting rates on Tobacco, Mr. Blanchard stated that some time before any arrangement for the division of traffic had been made, he had made a contract upon Tobacco, after he had been shown evidence of similar offers being made by one of the other Trunk Lines; but that the Erie did not wish the business, and would gladly divide it with the other roads.

It was agreed that the tariff rate on Tobacco should be reduced to meet the lowest contract rate.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 338.

Issued April 20, 1882.

ADOPTION OF REVISED CLASSIFICATION.

The additions to, changes in and erasures from the "Official Classification of Eastbound Freight," as per Circular No. 329, April 13, 1882, have been adopted, and *will take effect April 24, 1882.*

The Committee recommended that the clause in the old Classification, that Flaxseed should not be carried in bulk, should be enforced.

As objection is made by a number of roads to the enforcement of this clause, the matter has been again referred to the Classification Committee for further consideration; in the meantime that clause need not be enforced until final action is taken upon the subject.

The Committee also desires that special attention be called to the fact that the five (5) per cent. allowance hitherto made for shrinkage of Green Hides was abrogated in the Classification which took effect March 13, and that no allowance can now be made.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 339.

Issued April 28, 1882.

CHANGE IN WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following change in the Classification of Westbound Freight, *to take effect Friday, April 28, 1882:*

<i>The present Classification is—</i>		<i>Changed to read—</i>	
Potatoes, bbls.	4	Potatoes, Common, C. L.	4
		Potatoes, Common, L. C. L.	3

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 340.

PROCEEDINGS OF CHICAGO COMMITTEE, AT MEETING HELD
AT THE OFFICE OF THE COMMISSIONER, NEW
YORK, APRIL 25, 26 AND 27, 1882.

Present :

H. B. LEDYARD, . . Gen'l Manager, Mich. Cent. R.R.
JNO. NEWELL, . . . Gen'l Manager, Lake Shore & M. S. Ry.
L. J. SEARGEANT, . Vice-Pres't, . . Chic. & Gr'd Tr'k Ry.
WM. STEWART, . . Gen'l Frt. Agt., P., C. & St. L. Ry.
FRANK HARRIOTT, . Gen'l Frt. Agt., Balto. & Ohio R.R.
W. P. TAYLOR, . . Gen'l Manager, Canada Southern Ry.
W. H. PERRY, . . . Gen'l Frt. Agt., " " "
G. B. SPRIGGS, . . Traffic Manager, Gt. West'n R'y of Can.
G. H. VAILLANT, . Gen'l Frt. Agt., L. S. & M. S. Ry.
JNO. PORTEOUS, . . Gen'l Frt. Agt., Grand Trunk Ry.
GEO. B. REEVE, . . Traffic Manager, C. & G. T. Ry.
T. B. HAWSON, . . Auditor, Grand Trunk Ry.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

I.—AGREEMENT FOR DIVISION OF DEAD FREIGHT AND LIVE STOCK
TRAFFIC EASTBOUND FROM CHICAGO.

The Commissioner read draft of "Agreement for Division of Eastbound Dead Freight and Live Stock from Chicago," which was considered section by section, amended and approved, and copies of said Agreement, as amended, are to be furnished to each party in interest for execution.

II.—STATISTICS TO BE FURNISHED BY THE MICHIGAN CENTRAL,
PITTS., CIN. & ST. LOUIS, AND THE GRAND TRUNK ROADS,
FOR THE YEARS 1878 TO 1881, INCLUSIVE.

It was agreed that Mr. Ledyard would furnish statistics for the four years from 1878 to 1881, inclusive, of all shipments made from Joliet, or passing through Joliet over the Joliet division; that Mr. Stewart would furnish statistics for the same term of years, showing all business passing over the Pittsburg, Cincinnati & St. Louis Railway from Washington Heights, and passing through Washington Heights; and

that Mr. Seargeant would furnish statistics showing all the business passing over the Grand Trunk Railway, through Blue Island and from Blue Island, during the time that they have transacted business from that point, that is, from January 1, 1882.

On motion, the meeting adjourned.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 341.

PROCEEDINGS OF DETROIT COMMITTEE, AT A MEETING
HELD AT THE OFFICE OF THE COMMISSIONER,
346 BROADWAY, NEW YORK,
APRIL 25 AND 28, 1882.

Present :

L. J. SEARGEANT, Traffic Manager, . Grand Trunk Ry.
H. B. LEDYARD, . General Manager, Michigan Central R.R.
W. P. TAYLOR, . " " Canada Southern Ry.
G. B. SPRIGGS, . Traffic Manager, . Gt. West'n Ry. of Can.
JOHN PORTEOUS, . Gen'l Frt. Agt, . Grand Trunk Ry.
W. H. PERRY, . " " " . Canada Southern Ry.
G. H. VAILLANT, . " " " . Lake Shore & M. S. R.R.
GEORGE B. REEVE, Traffic Manager, . Chi. & Gd. Trunk Ry.
T. B. HAWSON, . Auditor, . . . Grand Trunk Ry.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

H. C. BLYE,
General Agent.

FIRST DAY, TUESDAY, *April* 25, 1882.

I.—AMENDMENT TO MEMORANDUM FOR ARRANGEMENT FOR DIVISION OF TRAFFIC
BETWEEN THE THREE CANADA ROADS.

The memorandum authorizing the Commissioner to arrange for a division of traffic between the three Canada roads

(forming first paragraph of Joint Executive Committee Circular No. 334) was read, and the following amendment was offered by Mr. Spriggs, and adopted :

That in lieu of the word "Southwestern," in line six of the memorandum, the following be substituted : "Through Traffic reaching Detroit or Detroit Junction via the Butler Division of the Wabash, St. Louis and Pacific Railway, or Traffic from or *via* Toledo."

II.—TRAFFIC FROM DETROIT PROPER DEFINED.

The following amendment was made to Resolution 1, Section 1, of Joint Executive Committee Circular No. 334 :

Traffic from Detroit Proper and Detroit Junction is understood to mean Traffic originating at Detroit or way billed from Detroit or Detroit Junction, when consigned locally to Detroit shippers.

III.—DIVISION OF MICHIGAN CENTRAL TRAFFIC BETWEEN THE THREE CANADA ROADS.

Mr. Ledyard made certain propositions to the Grand Trunk Railway for the division of Eastbound traffic, based upon the proportion of Westbound traffic received by the Michigan Central Railroad from the Grand Trunk Railway, which were discussed, but were not accepted by the Grand Trunk.

Mr. Seargeant made certain counter-propositions to the Michigan Central Railroad, which were not satisfactory to Mr. Ledyard.

SECOND DAY, FRIDAY, *April* 28, 1882.

Present : Messrs. Seargeant, Taylor, Spriggs, Perry and Porteous.

After a general discussion, in which it was stated that Mr. Ledyard would come to some decision in regard to the division of traffic from Chicago between the three Canada roads during the coming week, and in the expectation of a satisfactory division being made, the details of the division were further considered.

IV.—TRAFFIC TO BE INCLUDED BY THE LAKE SHORE IN DETROIT DIVISION.

It was agreed that the Lake Shore and Michigan Southern is to include in the division all of its traffic to Buffalo and

east thereof, and all its traffic going to Williamsport and points east thereof.

V.—BASIS FOR DIVISION OF TRAFFIC AT DETROIT.

It was agreed that the division of the Detroit Dead Freight traffic between the Lake Shore and Michigan Southern and the three Canadian roads, be based on the average of the tonnage actually carried by those companies during the three years ending December 31, 1881.

VI.—DIVISION OF ALL OTHER TRAFFIC EXCEPT FROM CHICAGO AND DETROIT PROPER.

No specific action as to a basis of division could be reached, Mr. Ledyard not being present, and the Grand Trunk R'y objecting to have any other than the competitive traffic from the Chicago and Grand Trunk Railway included. Further action upon this division was, therefore, postponed; but it was agreed that this traffic should be reported to the Commissioner.

VII.—DIVISION OF LIVE STOCK.

The question as to whether Dead Freight and Live Stock should be included in one division or two separate divisions made, was discussed, and it was decided that a separate division of Live Stock should be made, including Cattle, Hogs, Horses and Mules, and Sheep; said division to be made upon the average of the years 1879, 1880, and 1881, inclusive.

VIII.—NOTICE OF WITHDRAWAL.

It was agreed that any party to this agreement could withdraw from the same, by giving written notice to that effect three months in advance of the date upon which the withdrawal is to occur.

On motion, the meeting adjourned.

ALBERT FINK.

C. W. BULLEN,
Secretary.

Chairman.

CIRCULAR No. 342.

PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER
DEPARTMENT), AT A MEETING HELD AT THE OFFICE
OF THE COMMISSIONER, NEW YORK,
APRIL 26 AND 27, 1888.

The following companies were represented :

Michigan Central, - - -	{	H. B. LEDYARD, O. W. RUGGLES.
Great Western, - - -	{	G. B. SPRIGGS, WILLIAM EDGAR.
New York, Penna. & Ohio, -	{	W. B. SHATTUC, A. E. CLARK.
Grand Rapids & Indiana, -		J. N. McCULLOUGH.
Pennsylvania Co., - - -	{	J. N. McCULLOUGH,
Pitts., Cin. & St. Louis, - -	{	E. A. FORD.
Lake Shore & Mich. South., -	{	JNO. NEWELL, W. P. JOHNSON.
Canada Southern, - - -	{	W. P. TAYLOR, W. H. HURLBURT.
Cleve., Col., Cin. & Indianapolis,	{	O. B. SKINNER.
Cin., Hamilton & Dayton, -		
Dayton & Union, - - -		
Indianapolis & St. Louis, -		
Vandalia Line, - - -	-	J. N. McCULLOUGH.
Detroit, Grand Haven & Mil., -	-	G. B. SPRIGGS.
Lake Erie & Western, - - -	{	E. H. WALDRON, G. W. SMITH.
Detroit, Lansing & Northern, -	-	J. B. MULLIKEN.
Baltimore & Ohio, - - -	-	C. K. LORD.
Ohio & Mississippi, - - -	-	W. W. PEABODY.
Marietta & Cincinnati, - - -	-	T. P. BARRY.
Valley Railway, - - -	-	SAMUEL BRIGGS.

ALBERT FINK,

Chairman.

C. W. BULLEN, } *Secretaries.*
R. T. BRYDON, }

AGREEMENT FOR THE DIVISION OF GROSS PASSENGER EARNINGS.

The Chairman stated that the meeting had been called for the purpose of perfecting the proposed Agreement for the Division of Gross Passenger Earnings between the Western roads; that in compliance with the action of a former meeting, he had issued Circular 322, inviting roads to participate.

He then read the following report, showing the roads that had replied to Circular No. 322, and containing an abstract of their replies; also showing those roads that did not respond.

In favor of the proposed plan:

Michigan Central,	Vandalia Line,
Great Western,	Detroit, Grand Haven & Milwaukee,
New York, Pennsylvania & Ohio.	Lake Erie & Western,
Grand Rapids & Indiana,	Pittsburg & Lake Erie,
Indianapolis & St. Louis,	Louisville, Cin. & Lex. Division of L. &
Pennsylvania Company,	N. R.R.,
Pittsburg, Cincinnati & St. Louis,	Wabash, St. Louis & Pacific,
Lake Shore & Michigan Southern,	Cincinnati, Hamilton & Dayton,
Canada Southern,	Detroit, Lansing & Northern,
Cleveland, Col., Cin. & Indianapolis,	Baltimore & Ohio.
Dayton & Union,	

Roads which are willing to co-operate, but for reasons given (which were read to the meeting), not prepared to enter into the contract at present:

Ohio & Mississippi,	Marietta & Cincinnati,
Flint & Pere Marquette,	Valley,
Cleveland, Tuscarawas Valley & Wheel-	Cincinnati, Indianapolis, St. Louis &
ing,	Chicago,
Cleveland & Marietta,	Grand Trunk Railway.
Cincinnati, Wabash & Michigan,	

Chicago and Alton (willing to co-operate, but thinks its position with the roads west of Chicago makes it unnecessary for it to enter into this contract.)

No replies have been received from the following Companies:

Columbus, Hocking Valley & Toledo,	Detroit, Hillsdale & Michigan,
Scioto Valley,	Illinois Central,
Chicago & Eastern Illinois,	Ohio Central,
Louisville, New Albany & Chicago,	Ind., Bloom. & Western,
Fort Wayne, Muncie & Cincinnati,	Evansville, Terre Haute & Chicago,
Fort Wayne, Jackson & Saginaw,	Toledo & Ann Arbor.

After the report was read, the question was discussed whether the railroad companies that were willing to enter into this Agreement at once could do so without the co-operation of all the other roads ; and it was decided that it was necessary that, in addition to those who had given their assent, the following other roads, at least, should become parties to this agreement, viz. :

Flint & Pere Marquette,	Grand Trunk, (Buffalo Division).
Cin., Indianapolis, St. Louis & Chicago,	Indiana, Bloomington & Western.
Chicago & Grand Trunk,	

It was thought that if proper representations were made to the managing officers of these companies, they would place no obstacle in the way of carrying out a plan which would be so beneficial to the railroad interests of the country.

The question was also discussed, whether it would not be better for the companies that had already agreed to carry out the plan, to do so, notwithstanding the declinations of others, and in case of demoralization of fares, to protect themselves as a unit against the injurious effects of the action of the outside companies who may cause such demoralization by their action. It was decided that this was the proper course to pursue, but that first of all, efforts should be made to induce as many roads as possible to become parties to this Agreement. The roll was then called, and the roads willing to enter into this Agreement, regardless of the action of the roads that have declined, are as follows :

Michigan Central,	Cincinnati, Hamilton & Dayton,
Great Western,	Dayton & Union,
New York, Pennsylvania & Ohio,	Vandalia Line,
Grand Rapids & Indiana,	Detroit, Grand Haven & Mil.,
Indianapolis & St. Louis,	Lake Erie & Western,
Pennsylvania Company,	Detroit, Lansing & Northern,
Lake Shore & Mich. Southern,	Baltimore & Ohio,
Canada Southern,	Valley (on through business).
Cleveland, Col., Cin., & Indpls.,	

The proposed Agreement, copies of which had previously been furnished to the roads, was then considered in detail, and certain amendments were made, and a copy of the Agree-

ment as revised, will accompany these proceedings, which will be sent to the roads interested.

The contract as agreed upon, was then signed by the following Companies :

New York, Pennsylvania & Ohio,	Dayton & Union,
Louisville & Nashville,	Terre Haute & Indianapolis,
Canada Southern,	Pennsylvania Company,
Lake Shore & Michigan Southern,	Pittsburgh, Cincinnati & St. Louis,
Michigan Central,	Baltimore & Ohio,
Indianapolis & St. Louis,	Great Western,
Cleve., Col., Cin. & Indp'ls.,	Detroit, Lansing & Northern,
Cincinnati, Hamilton & Dayton,	

subject to further consideration, at a meeting to be called in accordance with the following resolution, which was adopted :

Resolved, That when this meeting adjourns, it adjourn to meet at the Grand Pacific Hotel, Chicago, on Thursday, May 11, 1882, for the purpose of perfecting and adopting the proposed Agreement; and that the Commissioner be requested to issue a call for this meeting, extending an invitation to the Managing Officers and General Passenger Agents of all lines East of Chicago and North of the Ohio River (whether parties to this Agreement or not); that this call be issued at as early a date as practicable, and that a copy of the proposed Agreement, and of the Agreement signed this day, accompany the call in all cases; also that the meeting request the Commissioner to correspond further in relation to the contemplated Agreement with the following roads :

Grand Trunk,	Ohio & Mississippi,
Flint & Pere Marquette,	Cin., Indianapolis, St. Louis & Chicago,
Chicago & West Michigan,	Indiana, Bloomington & Western.
Wabash, St. Louis & Pacific,	

The meeting then adjourned.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 343.

Issued May 1, 1882.

CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE,
TO BE HELD IN CHICAGO, MAY 11, 1882.

At a meeting of the Joint Executive Committee, held April 26 and 27, 1882, a resolution was passed, requesting me to call a meeting of the Managing Officers and General Passenger Agents of all lines East of Chicago and North of the Ohio River, at 11 a. m., on the 11th of May, at the Grand Pacific Hotel, Chicago, to further consider the Agreement for the Division of Passenger Traffic. You are hereby invited to be present at this meeting.

Accompanying this, you will receive copy of the Proceedings of the meeting held on April 26 and 27, and also copy of the Contract as far as matured at that meeting.

The object of the meeting to be held on the 11th inst. is to consider further the details of this Contract. The following questions will be considered :

First.—Whether the roads not represented at the meeting of April 26 and 27 will become parties to the Agreement.

Second.—To agree upon the percentages of the Division of Traffic. For this purpose, Statement No. 83 is submitted, showing the earnings of each road for the year 1881.

The Companies who do not think that the earnings for the year 1881 should be taken as the basis of division, should submit their claim for increased percentages to the meeting to have it acted upon, or in case of disagreement, submitted to arbitration.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Ass't Sec'y.

CIRCULAR No. 344.

Issued May 1, 1882.

RATES ON TOBACCO.

In accordance with the action of the Standing Committee at the meeting held April 19, 1882 (see Circular No. 337),

that the rates on Tobacco be reduced to meet the lowest contract rate, the following tariff will take effect Monday, May 8, 1882, superseding the rates named in Circular No. 300, issued November 9, 1881 :

UNMANUFACTURED TOBACCO AND TOBACCO STEMS, IN HOGSHEADS OR CASES.

FROM RAILROAD DEPOTS AT—		RAIL ALL RAIL. & WATER.		L. & N. R.R., <i>via</i> SAVANNAH AND CHES. & OHIO RAILWAY.	
		Per 100 lbs.	Per 100 lbs.	UNINSURED B. L. Per 100 lbs.	INSURED B. L. Per 100 lbs.
East St. Louis.....	to New York.	36½ cts.	.....	31½ cts.	33½ cts.
East Hannibal.....	to "	36½ "	.....	31½ "	33½ "
Quincy.....	to "	36½ "	.....	31½ "	33½ "
East Burlington.....	to "	36½ "	.....	31½ "	33½ "
East Keokuk.....	to "	36½ "	.....	31½ "	33½ "
Rock Island.....	to "	36½ "	.....	31½ "	33½ "
East Louisiana.....	to "	36½ "	.....	31½ "	33½ "
Cincinnati.....	to "	25 "	.....	20 "	22 "
Louisville.....	to "	28 "	.....	23 "	25 "
Jeffersonville.....	to "	28 "	.....	23 "	25 "
New Albany.....	to "	28 "	.....	23 "	25 "
Evansville.....	to "	33 "	.....	28 "	.....
Cairo.....	to "	38 "	.....	33 "	.....
Clarksville, Tenn.	to "	46 "	.....	41 "	43 cts.
Paducah.....	to "	42 "	40 cts.	37 "	.....
Uniontown, Ky.....	to "	.....	40 "	37 "	.....
Owensboro.....	to "	36 cts.	36 "	31 "	.....
Henderson.....	to "	36 "	36 "	31 "	.....
Ohio River Landings between Louisville and Evansville, ex- cept Owensboro...	to "	.....	36 "	33 "	.....
Ohio River Landings between Evansville and Paducah, ex- cept Henderson...	to "	.....	40 "	37 "	.....
Landings on Cumber- land River, below Clarksville, Tenn. .	to "	.....	44 "	41 "	.....
Landings on Tennes- see River below Johnsonville, Tenn.	to "	.....	44 "	41 "	.....
Landings on Green River.....	to "	45½ cts.	45½ "	40½ "	.....

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.

CIRCULAR No. 345.

Issued May 2, 1882.

RATES ON COTTON.

In accordance with the action of the Cotton Committee, the following rates on Cotton will take effect May 8, 1882 :

UNCOMPRESSED, WITH THE PRIVILEGE TO CARRIER OF COMPRESSING, ORIGINATING
AT POINTS NAMED BELOW, TO NEW YORK, WITH USUAL DIFFERENCES
TO OTHER SEABOARD CITIES.

POINTS OF ORIGIN.	All Rail, per 100 lbs.	Rail and River, Per 100 lbs.
Memphis, Tenn.....	57 cents.	55 cents.
St. Louis & Hannibal, Mo.....	49 "	...
E. St. Louis & E. Hannibal, Ill.....	45 "	...
Cairo, Ill.....	47 "	...
Evansville, Ind.....	45 "	...
Louisville, Ky.....	43 "	...
Jeffersonville, Ind.....	43 "	...
New Albany, Ind.....	43 "	...
Cincinnati, Ohio.....	40 "	...

On Compressed Cotton reaching the following points *via* river, under through bills of lading, on steamers of lines working under agreed through rates from Memphis, the proportion of rates to New York from depots will be as follows :

	Per 100 lbs.
East St. Louis, Ill.....	30 cents.
Cairo, Ill.....	30 "
Evansville, Ind.....	30 "
Louisville, Ky.....	27 "
Jeffersonville, Ind.....	27 "
New Albany, Ind.....	27 "
Cincinnati, Ohio.....	27 "

On Compressed Cotton reaching the points named below, on steamers not taking Cotton on through bills of lading, or working under agreed rates, the proportion of rates to New York from depots will be as follows, viz. :

	Per 100 lbs.
East St. Louis, Ill.....	32 cents.
Cairo, Ill.....	32 "
Evansville, Ind.....	32 "
Louisville, Ky.....	29 "
Jeffersonville, Ind.....	29 "
New Albany, Ind.....	29 "
Cincinnati, Ohio.....	29 "

The above rates must be strictly maintained, as they are made according to agreement with the Southern routes.

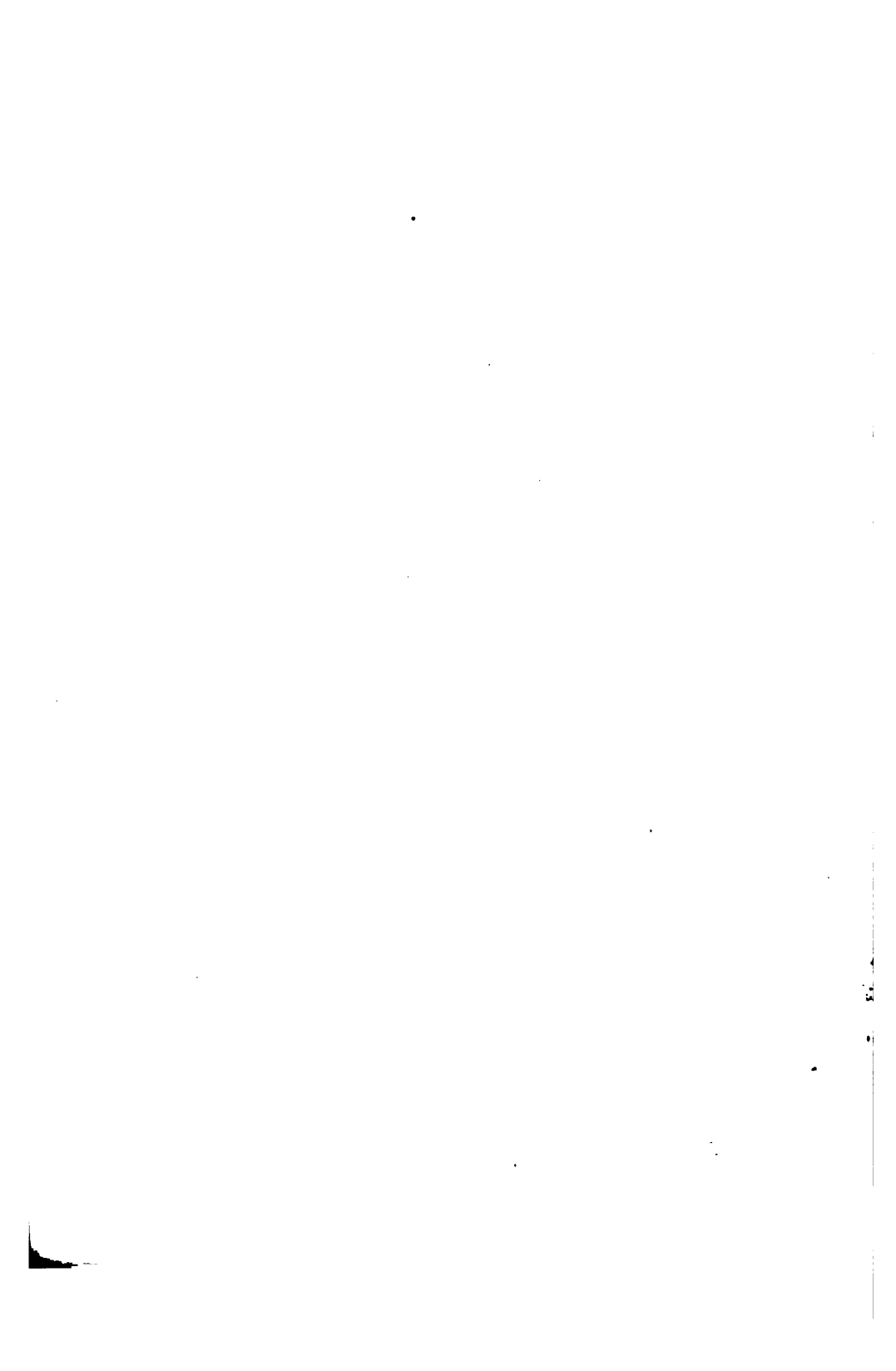
On and after May 15, the Trunk Lines will not allow any Cotton to pass their Western termini that is not billed at the full proportion of the tariff rates.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Ass't Sec'y.



CIRCULAR No. 346.

*Issued May 12, 1882.*ADDITIONAL POINTS IN NEW ENGLAND OPEN TO BOSTON RATES ON
EASTBOUND FREIGHT.

The Boston & Albany Railroad Company gives notice that the following named stations on the Old Colony Railroad are now reached by them at Boston rates and Lowell divisions on Eastbound freight, in any quantity, viz.:

North Framingham, Mass.,	Acton,	Mass.,
Sudbury,	"	Carlisle,
North Sudbury,	"	Chelmsford,
South Sudbury,	"	South Chelmsford,

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 347.

Issued May 12, 1882.

CHANGE IN TOBACCO RATES.

In Circular No. 344, the rates on Tobacco, from Owensboro and Henderson to New York, were given as 36 cents per 100 lbs., by all rail, and the same by rail and water. It has since been agreed that the *all rail rates from these two cities to New York shall be 38 cents*, to take effect Monday, May 15, 1882. The rail and water rate remains 36 cents. Please make this correction in Circular No. 344.

In the Division Sheet (Miscellaneous Circular No. 149), please make the rate from Owensboro and Henderson by rail to Louisville, 10 cents.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 348.

Issued May 13, 1882.

CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE
(PASSENGER DEPARTMENT), MAY 24, 1882.

At a meeting of the Joint Executive Committee (Passenger Department), held at Chicago on May 11 and 12, the following resolution was passed, which I was requested to communicate to all the parties interested :

Resolved, That the Chairman of the Joint Executive Committee be requested to call a meeting at his office, on Wednesday, May 24, 1882, at 11 o'clock a. m., for the specific purpose of executing the Contract for Division of Passenger Earnings ; and that all roads now present, and other roads that may be willing to become parties to the Contract, be invited to attend that meeting, that the Contract may then be executed. That in the meantime, the roads that have already agreed to the Contract, file with the Commissioner a statement of their passenger earnings for the year 1881, with such arguments for a change in percentages as they may desire to present.

I recommend that the above statements be forwarded to me by Monday, May 22, 1882, so that they can be compiled.

It is understood that these statements shall show the passenger earnings of the lines, including earnings from extra baggage, but excluding commissions, and the receipts from fares refunded, and, also, earnings from mail and express.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 349.

Issued May 13, 1882.

SETTLEMENT OF REBATE VOUCHERS.

Your attention is called to the 8th resolution, passed on March 2, by the Joint Executive Committee (see Proceedings, pages 23 and 24), which reads as follows :

Eighth.—That no rebate vouchers of any kind shall be paid by any of the Trunk Lines, or any Western roads or line organizations, on through business that passes over the Trunk Lines, without such vouchers are first submitted to the office of the Chairman for approval; and the Auditors and Treasurers of the roads, represented on the Joint Executive Committee, shall furnish to the Commissioner monthly certificates that no such rebate vouchers have been paid, except so authorized.

Will you please give instruction that the above resolution is complied with, commencing with all shipments of freight from March 13, 1882?

For your information, I herewith enclose Miscellaneous Circular, No. 148, "Proceedings of the Auditors of the Trunk Lines, at meeting held April 27 and 29, 1882," which shows the action which the Trunk Lines have taken to carry out said resolution.

It will be seen from this circular, that freight must be billed at full tariff rates, before the Trunk Lines can accept it at their Western termini, and that no vouchers can be paid except they are legitimate drawback vouchers, and first approved by this office.

I send this circular to you, so that you may feel confident that the Trunk Lines are in earnest in carrying out their present agreement, and that it is no longer to their interest to participate in reduced rates; also, that you may direct that all through traffic passing over your road, and destined to points east of the western termini of the Trunk Lines, shall be billed at full tariff rates from the initial point, in order to avoid detention of the freight until way bills are corrected.

I recommend that you accept same plan as specified in Miscellaneous Circular, No. 148, to enable the auditor to give the certificate required.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 350.

Issued May 15, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the classification of Westbound freight, *to take effect Monday, May 15, 1882*:

Meat boxes, empty, returned..... 3

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 351.

PROCEEDINGS OF MEETING OF JOINT EXECUTIVE COMMITTEE
(PASSENGER DEPARTMENT), AT A MEETING HELD AT
THE GRAND PACIFIC HOTEL, CHICAGO,
MAY 11 AND 12, 1882.

Pursuant to a call issued as per Circular No. 343, May 1, 1882, for a meeting of the Joint Executive Committee, to consider the Division of Passenger Traffic between the Western Roads, the meeting convened at the Grand Pacific Hotel, Chicago, at 11 a. m., May 11, and was called to order by Mr. McCullough, who nominated Mr. John Newell for Chairman, who was elected. Mr. A. J. Smith was nominated and elected Secretary.

The following lines were represented:

Lake Shore & Mich. South., -	{ JNO. NEWELL, W. P. JOHNSON.
Pennsylvania Co., - - -	{ J. N. McCULLOUGH,
Pitts., Cin. & St. Louis, - -	{ E. A. FORD.
Jeff., Mad. & Indianapolis, -	{ W. R. McKEEN,
Terre Haute & Indianapolis, -	{ J. HILL,
	{ E. A. FORD.
Indiana, Bloom. & Western, -	W. H. PROUTY.

Ind., Bloom. & West., Ohio Div.,	H. M. BRONSON.
Lake Erie & Western, - - -	{ E. H. WALDRON, G. W. SMITH.
Ohio & Mississippi, - - -	W. B. SHATTUC.
Cin., Indpls., St. Louis & Chicago,	JOHN EAGAN.
Michigan Central, - - -	{ H. B. LEDYARD, O. W. RUGGLES.
Great Western, - - -	{ G. B. SPRIGGS, WILLIAM EDGAR.
New York, Penna. & Ohio, -	{ J. M. FERRIS, A. E. CLARK.
Grand Rapids & Indiana, -	{ W. O. HUGHART, A. B. LEET.
Canada Southern, - - -	W. H. HURLBUT.
Cleve., Col., Cin. & Indianapolis,	{ A. J. SMITH.
Indianapolis & St. Louis, -	
Cin., Hamilton & Dayton, -	
Dayton & Union, - - -	
Pittsburg & Lake Erie, - -	A. D. SMITH.
L'ville, Cin. & Lex. Div. of L. & N.	C. P. ATMORE.
Wabash, St. Louis & Pacific, -	{ JOHN C. GAULT, H. C. TOWNSEND.
Baltimore & Ohio, - - -	C. K. LORD.
Detroit, Lansing & Northern,	{ J. B. MULLIKEN, W. A. CARPENTER.
Detroit, Grand Haven & Mil.,	T. TANDY.
Scioto Valley, - - -	J. J. ARCHER.
Pennsylvania, - - -	J. R. WOOD.

FIRST DAY, MAY 11, 1882.

The Chairman called upon the representatives of the several roads who have not yet signified their intention to become parties to the Agreement, to state their position in regard to the same. The representatives of the O. & M., I. B. & W., and C. I., St. L. & C. railroads stated that they were willing to become parties to the Agreement under certain conditions relating to the protection of their interests as against their competitors who were not parties to the Agreement.

After a long discussion, on motion of Mr. Gault, it was resolved, that a committee of all the General Passenger Agents be appointed to report at half past 3 p. m. this day, on the subject of what commissions are necessary to be paid as against the lines who may not become parties to the Agreement.

The meeting then adjourned, and was again called to order at 3:30 p. m.

The Committee of General Passenger Agents presented a majority report, as follows :

Resolved, That we recommend that our managing officers stand by the original agreement concerning commissions, as formulated at New York, April 27, 1882.

The report of the committee was adopted—the following roads not voting : L. B. & W., L. E. & W., L. C. & L. Div. of L. & N., O. & M., and C. I., St. L. & C.

Mr. McCullough then offered the following resolution :

Resolved, That the Division of Traffic shall take effect as of May 1, 1882,

which resolution was unanimously adopted.

Mr. McCullough also offered the following resolution :

Resolved, That the General Passenger Agents of the Lines represented at this meeting be a committee to consider the Contract for Division of Passenger Traffic, as drawn up in New York, at the meeting of April 27, 1882, and report to an adjourned meeting, to be held to-morrow, May 12, any details they may regard as essential to the carrying out of the same.

This resolution was adopted, and the meeting then adjourned until 11:30 a. m., May 12, 1882.

SECOND DAY, MAY 12, 1882.

The meeting convened at 11:30 a. m., pursuant to adjournment.

The sub-committee appointed yesterday made, through their Secretary, Mr. O. W. Ruggles, the following report :

To the Joint Executive Committee.

GENTLEMEN: Your committee, to whom was referred the question of reporting any details they might regard as essential to the carrying out of the Contract, beg to report that they earnestly recommend the following changes :

First: Add to the 2d Section of Article 7, as follows: "That each line in interest shall have the right to maintain its standing as a through passenger route between commercial centres, and shall be allowed to earn under this Contract its share of through receipts based generally upon a division of through first and second class passenger business of 1881; and that such division shall be ordered and maintained by the Commissioner from proper data."

Second.—To Article 9 add, "except on the authority of the Joint Executive Committee through the Commissioner."

Your committee beg to state further, that the representatives of the I., B. & W. R.R. reported that they were desirous of becoming parties to the Contract if they could have an acceptable percentage awarded them; whereupon, your committee, by proper resolution, have appointed as committee, Messrs. E. A. Ford, H. C. Townsend and A. J. Smith, to confer with the representatives of the I., B. & W., or other roads similarly situated, with a view of obtaining from them a proposition for the settlement of the question, said committee to report at a subsequent meeting.

The report was accepted, and, on motion, the proposed Agreement was taken up for consideration, section by section.

By Mr. GAULT.—I move that the recommendation of the committee as to Section 2, Article 7 of the Contract, be adopted. (This Section reads as follows: "It is understood that in any agreed differences in tariffs, as provided for in Section 1, Article 7, whether by higher fares for increased speed and facilities, or by lower fares because of longer time and inferior facilities, the proportion of the actual fare so authorized and charged, shall be reported, subject to division.") The motion was seconded.

Mr. McCullough stated that, as a matter of policy, for the purpose of carrying out the Agreement, he consented to the recommendation; but wished it distinctly understood, that he did not approve of the principle of allowing differentials.

The Chair put the question, and it was unanimously adopted.

Mr. Gault moved that the amendment to Article 9 be adopted.

Carried unanimously.

(This Article reads as follows: "No commission, rebate, or other consideration in the nature of a commission, shall be allowed or paid to any person for the purpose of influencing competitive traffic.")

On motion of Mr. McCullough, the committee appointed by the sub-committee were instructed to take such action as they could in the matter referred to them, and report at the next meeting of the main committee.

Mr. McCullough moved that the General Passenger Agents be instructed to confer, and report to the Joint Executive Committee, at 3 p. m., this day, as to the time when the payment of commissions shall cease. Adopted.

Adjourned, to meet at 3 p. m.

3 P. M., May 12, 1882.

The Committee met, pursuant to adjournment.

The Secretary of the General Passenger Agents' Committee reported as the action of that committee, the adoption of the following :

Resolved, That we recommend that the discontinuance of the payment of commissions under the Agreement, take effect on the first day of the month immediately following the execution of the Agreement.

The Wabash road not voting at the sub-committee meeting.

On motion of Mr. Ledyard, the report of the committee was accepted. Mr. Townsend stated that the Wabash would vote in favor of the resolution.

Mr. Gault moved that the report be adopted, which motion, after full discussion, was lost; Mr. Ledyard voting "No."

By Mr. Ledyard—duly seconded :

Resolved, That the payment of commissions shall be discontinued on the first day of June, 1882, and a joint circular be issued by all lines, parties to this Agreement, to that effect.

The Chair put the question; it was declared lost, the N. Y., P. & O. voting "Nay."

On motion, the vote on the resolution as to the stoppage of the payment of commissions, submitted by the sub-committee, was reconsidered, and, after some discussion, that resolution was unanimously adopted.

By Mr. Lord—duly seconded :

Resolved, That the Chairman of the Joint Executive Committee be requested to call a meeting at his office, on Wednesday, May 24, 1882, for the specific purpose of executing the Contract; and that all roads now present, and such others as may be willing to join in the execution of the Contract, be invited to attend that meeting for that purpose; that at that meeting the Contract be executed; and that in the meantime, the roads that intend to become parties to it, file with Commissioner Fink a statement of their earnings for 1881, with such arguments as they desire to present therewith.

Adopted unanimously.

It was then moved, seconded, and carried, that this committee adjourn, to meet at 11 a. m. on Wednesday, May 24, at the office of Commissioner Fink, in New York.

JOHN NEWELL,
Chairman.

A. J. SMITH,
Secretary.

CIRCULAR NO. 352.

PROCEEDINGS OF MEETING OF JOINT EXECUTIVE COMMITTEE
(PASSENGER DEPARTMENT), HELD AT THE OFFICE OF THE
COMMISSIONER, NEW YORK, MAY 24, 25 AND 26, 1882.

The following named lines were represented :

Lake Shore and Michigan Southern, -	JOHN NEWELL.
Pennsylvania Company, {	E. A. FORD,
Pitts., Cin. & St. Louis, }	C. C. COBB.
Terre Haute & Indianapolis, -	E. A. FORD,
	J. M. CHESBROUGH.
Jeff., Madison & Indianapolis, -	H. R. DERING.
Indiana, Bloom. & Western, -	H. M. BRONSON.
Lake Erie & Western, -	E. H. WALDRON.
Wabash, St. Louis & Pacific, -	A. L. HOPKINS,
	H. C. TOWNSEND.
Baltimore & Ohio, -	C. K. LORD.
Detroit, Lansing & Northern, -	J. B. MULLIKIN.
Detroit, Grand Haven & Mil., -	F. BROUGHTON,
	T. TANDY.
Michigan Central, -	H. B. LEDYARD,
	O. W. RUGGLES.
Great Western of Canada, -	F. BROUGHTON,
	WM. EDGAR.
New York, Penna. & Ohio, -	J. M. FERRIS,
	A. E. CLARK.
Canada Southern, -	W. H. HURLBURT.
Cleve., Col., Cin. & Indpls., -	O. B. SKINNER,
Indianapolis & St. Louis, -	
Cin., Ham. & Dayton, -	
Dayton & Union, -	
New York Cen. & Hudson River, -	H. J. HAYDEN,
	C. B. MEEKER.
New York, Lake Erie & Western, -	JNO. N. ABBOTT.
Pennsylvania, -	J. R. WOOD.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.

FIRST DAY, Wednesday, *May 24*, 1882.

The Commissioner, stating that the Contract was ready for signatures, a vote was taken, to ascertain which roads were ready to execute, resulting as follows :

LAKE SHORE & MICHIGAN SOUTHERN.—Conditioned that all the main east and west lines, west of the western termini of the Trunk Lines, which have hitherto agreed to enter the Agreement, shall be parties before we are bound.

PENNSYLVANIA COMPANY, }
PITTS., CIN. & ST. LOUIS, } Under the same stipulations.

NEW YORK, PENNA. & OHIO.—Under the same stipulations.

CLEVE., COL., CIN. & INDPLS., }
INDPLS. & ST. LOUIS, } Under the same stipulations.
DAYTON & UNION, }

MICHIGAN CENTRAL.—Under the same stipulations as the Lake Shore and Michigan Southern Ry., and further, that the Trunk Lines will fully protect us against lines not in the Agreement, even to the extent of non-intercourse with the latter if necessary.

LAKE ERIE & WESTERN.—Under the conditions stipulated by the Michigan Central R.R.

WABASH, ST. LOUIS & PACIFIC.—Under the conditions stipulated by the Michigan Central R.R.

JEFF., MADISON & INDPLS.—Under the conditions allowed other roads.

TERRE HAUTE & INDPLS.—Under the same conditions as allowed other roads.

INDIANA, BLOOM. & WESTERN.—Not prepared to vote.

CIN., INDPLS., ST. LOUIS & CHICAGO.—Under the condition that the Indiana, Bloom. & Western, Ohio & Miss., and Cin., Ham. & Dayton Railroads become parties to the Agreement.

GREAT WESTERN OF CANADA.—Conditionally with other roads, and that we are not bound by report of earnings already rendered.

BALTIMORE & OHIO.—Same conditions as made by the Mich. Central and Lake Shore & Mich. South. Railroads.

DETROIT, LANSING & NORTHERN.—Conditionally that Detroit, Grand Haven & Milwaukee, and Flint & Pere Marquette Railroads will become parties to Agreement.

DETROIT, GRAND HAVEN & MIL.—Subject to letter of May 22 and action of the Flint & Pere Marquette Railroad.

I.—EXECUTION OF CONTRACT.

The following named roads signed the Contract of April 27, subject to the conditions attached to the vote of each at this meeting.

Cleveland, Columbus, Cin. & Indpls.,
Indianapolis & St. Louis,
Cincinnati, Hamilton & Dayton,
Dayton & Union,
Lake Erie & Western,
Michigan Central,
Lake Shore & Michigan Southern,

Pennsylvania Company,
Pittsburg, Cincinnati & St. Louis,
Terre Haute & Indianapolis,
Great Western of Canada,
New York, Pennsylvania & Ohio,
Canada Southern,
Baltimore & Ohio,

Wabash, St. Louis & Pacific.

II.—ARTICLE EIGHTH, AGREEMENT OF 27TH OF APRIL, 1882.

The Agreement of 27th of April, 1882, was changed to read as follows :

Article Eighth.—No round trip tickets, or orders for tickets having the effect of round trip tickets, shall be issued by the lines, parties hereto, unless with the prior joint approval of all the general passenger agents of the companies *in interest*, parties hereto, except round trips over their own roads only, provided that rates for such tickets shall be made so as not to reduce rates to commercial centres.

Adjourned to Thursday, May 25, 1882.

SECOND DAY, Thursday, May 25, 1882.

The Commissioner stated that the object of the meeting was to consider the question of commissions and differential rates.

It was understood that the differential rates were to take the place of commissions ; the latter, therefore, could not be discontinued until the differential rates were put in force.

III.—DIFFERENTIAL RATES.

Letter of May 24, from Mr. Jno. N. Abbott, defining his position and stating his claims for differential rates, was read; after which, discussion followed regarding the principle upon which such rates should be determined. A proposition was made to take up differential rates from Cincinnati, but not acted upon.

As no definite conclusion could be reached, it was

Resolved, That we recommend to our General Managers, as a solution of the difficulty, that the running of through cars between common points west of the Western termini of the Trunk Lines and the seaboard, on trains making common time, be discontinued, and that if special fast trains with through cars are put on by agreement, excess fare shall be charged, under the provisions of the Passenger Contract.

IV.—ORGANIZATION FOR CARRYING OUT THE WESTERN PASSENGER AGREEMENT.

The question was then considered as to the organization under which the Passenger Agreement was to be carried out, and several plans suggested, but no conclusion arrived at.

Adjourned to Friday, May 26, 1882.

THIRD DAY, Friday, May 26, 1882.

The business transacted at the meetings of May 24 and 25, with reference to commissions and differential rates, was discussed, and it was

Resolved, That the Commissioner will call for statements of passenger earnings for the year 1881, and arrange for the date of meeting to establish percentages for division under the Agreement; also to name time and place for the next meeting for the purpose of perfecting the details to carry out the Agreement.

Also

Resolved, That a committee of three be appointed to negotiate for a Secretary of this Committee, to report progress at the next meeting.

In accordance therewith, the following were named as said committee:

Messrs. E. A. FORD, A. J. SMITH and O. W. RUGGLES.

Adjourned, subject to call of the Chairman.

ALBERT FINK,

Chairman.

R. T. BRYDON,
Secretary.

CIRCULAR No. 353.

*Issued June 1, 1882.*APPOINTMENT OF BOARD OF ARBITRATION, AND METHOD OF PRESENTATION
AND PROCEDURE BEFORE THE SAME.

At a meeting of the Presidents of the Trunk Lines, held on Wednesday, May 31, 1882, the following plan for the settlement of all questions of difference between the Trunk Lines, in accordance with agreement of February 1, 1882; also between the members of the Joint Executive Committee, was adopted, and is submitted to the Joint Executive Committee for approval:

First.—All questions of difference between the members of the Committee, shall first be fully discussed with the Commissioner at a meeting of the authorized representatives of the said companies, before which meeting it shall be the duty of the Commissioner to lay all the facts in his possession bearing upon the case and to hear the views of each party, and to make such suggestions as he may deem necessary that would likely lead to a settlement by mutual agreement.

Second.—If an agreement cannot be reached, the Commissioner shall make a recommendation as to the proper solution of the question at issue, and his recommendation shall be put into effect immediately, or at such time as may be agreed upon.

Third.—The Commissioner shall furnish an abstract of the discussion, giving the facts and the views expressed by each party, and the reasons for his recommendation, and a copy of this abstract shall be furnished to each of the interested parties.

Fourth.—If within fourteen days from the date upon which said abstract reaches the parties, no objection is made to the recommendation of the Commissioner, his conclusion shall be considered final.

Fifth.—If any objection is made, the party objecting shall give notice, within fourteen days from the date of the receipt of said abstract, of its intention to submit the question to arbitration.

Sixth.—One arbitrator shall be appointed, to whom all questions upon which the interested parties cannot agree, or do not accept the recommendations of the Commissioner, shall be submitted, unless the parties in interest desire in any special case to have an arbitration by three arbitrators; in that event, the two additional arbitrators are to be selected by the parties in interest, but they failing to do so within twenty-one days after giving notice of their intention to submit the case to arbitration, the permanent arbitrator and the Commissioner shall make the appointment of the two special arbitrators.

Seventh.—In either case, whether appeal is made to the permanent arbitrator alone, or to the Board of Arbitration, as heretofore provided, the decision shall be rendered within thirty days from the date of notice of submission to arbitration. The arguments to be presented or heard within twenty-one days of such notice. If such arguments are not furnished within that time, the arbitrators shall proceed upon the facts that may be before them, and their decision shall be final.

Eighth.—When any change is made in the recommendation of the Commissioner, by the arbitrators, said change shall take effect as from the time the recommendation of the Commissioner took effect.

Ninth.—The arbitrator and Commissioner shall adopt such details of procedure in cases of arbitration as may be deemed necessary for the prompt transaction of business.

Upon motion, it was

Resolved, That we select and recommend as permanent arbitrator Mr. Chas. F. Adams, Jr., to serve in such capacity for the term of one year from June 1, 1882, at the salary formerly agreed upon.

Please record your vote on one of the enclosed copies, and return to this office at your earliest convenience.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 354.

Issued June 3, 1882.

I.—AGREEMENT FOR DIVISION OF PASSENGER EARNINGS OF WESTERN ROADS.

At a meeting of the Joint Executive Committee (Passenger Department), held at this office on May 24, 25 and 26 (see Proceedings, Circular No. 352), the Contract for the Division of Passenger Earnings was signed by fifteen companies, under the condition that the Trunk Lines will protect the parties to the Agreement against the action of outside lines, in reducing established fares, etc., even to the extent of ceasing to interchange passenger traffic.

This condition was referred to the presidents of the New York Central & Hudson River, the New York, Lake Erie & Western, the Pennsylvania and the Baltimore & Ohio Rail-

road Companies, at a meeting held on the 31st day of May, and they agreed to enforce the same.

The Agreement of the Western roads can, therefore, now be perfected; and the several roads who have failed to become parties to the Agreement, will please notify the Commissioner whether, under the condition agreed to by the Trunk Lines, they will now become parties thereto.

As soon as complete statements of passenger earnings for the year 1881 have been furnished to this office, and also the arguments for change of percentages, a meeting will be called for the purpose of finally agreeing upon percentages. I have to request that these statements be furnished promptly.

Copy of Proceedings of May 24, 25 and 26 (Circular No. 352), also copy of the revised Agreement, accompany this Circular, which is sent to all the members of the Joint Executive Committee.

II.—DIFFERENTIAL FARES.

The request of the Joint Executive Committee, that the Trunk Line Executive Committee should consider the advisability of equalizing the facilities upon passenger routes, for the purpose of avoiding differential fares, was submitted to the Trunk Line Executive Committee at meeting held June 1, and after full consideration it was concluded that this could not be done.

It will, therefore, be necessary to establish differential fares, and the subject should be further considered.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.

CIRCULAR No. 355.

Issued June 5, 1882.

APPOINTMENTS ON CLASSIFICATION COMMITTEE.

Mr. W. S. Speirs having left the service of the W., St. L. & Pac. Railway, and as his membership on the Committee thereby ceases, at the recommendation of the Classification Committee, Mr. W. S. Weed is appointed to fill the vacancy.

Mr. J. M. Osborn having also resigned as a member of the Committee, Mr. A. C. Bird has been appointed in his place.

The Classification Committee now consists of the following members, viz. :

F. H. KINGSBURY...A. G. F. A., P., C. & St. L. Ry..Columbus, O.....Chairman.
 J. T. R. MCKAY....A. G. F. A., L. S. & M. S. Ry...Cleveland, O.....Secretary.
 G. G. COCHRAN....G. F. Agt., N. Y., P. & O. R.R.Cleveland, O.....
 J. A. GRIER.....G. F. Agt., Mich. Cent. R.R...Chicago, Ill.....
 H. W. HIBBARD....G. F. Agt., Vandalia Line.....St. Louis, Mo.....
 R. M. FRASER.....G. F. Agt., M. & C. R.R.....Cincinnati, O.....
 C. L. COLE.....A. G. F. A., Penna. Co.....Pittsburg, Pa.....
 B. W. GEIGER.....G. F. Agt., J., M. & I. R.R.....Louisville, Ky.....
 A. B. LEET.....G. F. Agt., G. R. & I. R.R....Grand Rapids, Mich.,
 LUCIEN HILLS....G. F. Agt., C., C., C. & I. R.R.Cleveland, O.....
 G. B. SPRIGGS....Traf. Mg'r, Gt. Western Ry...Hamilton, Ont.....
 W. S. WEED.....G. F. Agt., L. E. & W. Ry....Lafayette, Ind.....
 A. C. BIRD.....G. F. Agt., W., St. L. & P. Ry.St. Louis, Mo.....

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 356.

Issued June 12, 1882.

ADDITIONAL POINTS IN NEW ENGLAND OPEN TO BOSTON RATES ON EASTBOUND FREIGHT.

The Fitchburg Railroad gives notice, that the following named stations on the Old Colony Railroad are now reached *via* Hoosac Tunnel and the Fitchburg Railroad, at Boston rates and Lowell divisions on Eastbound Freight in any quantity, viz. :

North Framingham, Mass.	Acton,	Mass.
Sudbury, "	Carlisle,	"
North Sudbury, "	Chelmsford,	"
South Sudbury, "	South Chelmsford,	"

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 357.

Issued June 15, 1882.

RATE ON HIGHWINES.

At a meeting of the Standing Committee, held Monday, June 12, 1882, it was *Agreed*, that as all contracts on Highwines, which had been reported to the Commissioner, would have expired by July 1st, that on and after that date, the rate on Highwines will be as established at meeting of Joint Executive Committee on March 3, 1882, viz. : 35 cents *per* 100 *lbs.*, Chicago to New York (see Proceedings Joint Executive Committee, page 31), and that no rebate shall be allowed.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

(Private.—Not for Publication.)

CIRCULAR No. 358.

Issued June 17, 1882.

CALL UPON THE MEMBERS TO STRICTLY CARRY OUT THE
AGREEMENT OF MARCH 2, 1882.

It is reported that the Evansville & Terre Haute Railroad has contracted for 2,000 hogsheads of tobacco from Paducah to New York, at the rate of 36 cents per 100 lbs.; also, that they have reduced the rates on Tobacco from Owensboro.

I have similar charges against other lines from Louisville.

I have notified all parties accused of cutting rates, that neither the Trunk Lines nor their connections will be parties to any such contract or reduced rate.

I now call upon you, and all other members of the Committee, to strictly carry out the agreement of March 2 (see Proceedings, pages 22, 23 and 24).

If it is not in your power to do so, and if you cannot prevent such reductions of rates as above cited, or similar action on the part of initial roads, there can be but one result, viz.: the general demoralization of rates, and a repetition of the disastrous experience of last year.

I especially call upon the managers of those roads, who have so large an interest in protecting themselves against the unauthorized action of roads, whose interests are small compared with the magnitude of the losses which it is in their power to inflict upon the railroad interests of the country by disregarding existing agreements; and I especially request that you will give the strictest orders not to receive freight, whether from a road that is a member of the Committee, or from a road not represented on the Committee, at less than full through tariff rates.

If no special attention is given to this matter now, the responsibility for the consequences must be assumed by the parties who have failed to carry out existing agreements.

I can give the assurance that the Trunk Lines will in no instance be parties to reduced rates; but there is a tendency

on the part of some agents of the Western roads to disregard their obligations, both in regard to maintenance of tariff rates on Dead Freight, and on Live Stock.

Complaints of cutting rates reach me from several quarters, which I am powerless to correct without your aid. If this is not given in the spirit of past agreements, your company will again be involved in disastrous strife, similar to that waged last year.

Please issue instructions to all your agents for the absolute maintenance of tariff rates at all points, and on all classes of freight, and allow no deviation therefrom, and also accept no freight from connecting roads at less than tariff rates.

Yours truly,

ALBERT FINK,
Chairman.

CIRCULAR No. 359.

Issued June 17, 1882.

DIRECTIONS IN REGARD TO BILLING LIVE STOCK AND SETTLEMENT OF EVENER CHARGE.

In order to carry out the provisions of the several Live Stock Agreements, and to secure uniformity in the reports of that traffic, and in the payment of the authorized rebates thereon, the following directions are given:

First.—Joint Agents will report all shipments of Live Stock upon the regular abstract forms as heretofore, but will use separate sheets for reporting the shipments of each road that have been diverted from another road. These sheets will be headed "Transferred Stock," and must show from which road each shipment was diverted. This information is necessary to show the tonnage which each road would get if there were no diversions.

Second.—When stock is shipped contrary to the directions of the Joint Agent, he will make notation to that effect in *red ink* against the entry on the abstract, stating also by which road the shipment was directed.

Third.—The Joint Agent will notify the billing agent when any Live Stock is shipped against his directions, and in all such cases the billing agent will note this fact upon the way-bills.

Fourth.—The Joint Agent will also at once notify the General Freight Agent, or Live Stock Agent, of the delivering road, of all Live Stock that is shipped against

his directions, so that if by accident or neglect the notation should be omitted from the way-bill, the delivering agent will be notified when Live Stock is shipped against the direction of the Joint Agent. Forms for this purpose will be supplied by the Commissioner, to whom the Joint Agent will send an impression copy of each notice issued by him.

Fifth.—The General Freight Agent or the General Live Stock Agent of delivering roads will advise the Commissioner of the names of the delivering agents to whom the notices provided for in the preceding section are to be sent, if not to the General Freight Agent or to the General Live Stock Agent.

Sixth.—The General Freight Agent or General Live Stock Agent, upon receiving from the Joint Agent, or through the way-bill, notice of Live Stock being shipped against the directions of the Joint Agent, will make the settlement of the rebate thereon with the Commissioner, the voucher to be made out in his favor and the money to be remitted to him, in accordance with the Live Stock Agreement.

Seventh.—The General Freight Agent of each road will please instruct all billing agents to carry out the directions of the Joint Agents, in regard to making proper notations upon the way-bill as above specified, and will also give notice to billing agents at rebilling points to copy upon the new way-bill all such notations that are made upon the original way-bill; and also show on the new way-bill the points from and to which the original bill was made and its number.

Eighth.—Weekly statements will be sent to the delivering roads from this office, showing in detail all the Live Stock shipped contrary to directions, with the amount of rebate thereon due to the Commissioner.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 360.

Issued June 19, 1882.

DRAYAGE, SWITCHING CHARGES, ETC., AT WESTERN POINTS.

At a meeting of the Trunk Line Executive Committee, held on Thursday, June 1, 1882, the following resolution was unanimously adopted :

Resolved, That the Trunk Lines will not participate in the payment of any charges at Western Points for drayage, switching, or for equalizing deliveries, on either Eastbound or Westbound freight.

The above resolution will be carried out, commencing with July 1, 1882.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 361.

Issued June 20, 1882.

ADVANCE IN WESTBOUND RATES.

Commencing Saturday, July 1, 1882, the rates on West-bound freight will be as follows, viz.:

NEW YORK TO CHICAGO.					
	1st Class.	2d Class.	3d Class.	4th Class.	Sugar, Molasses and Syrup.
Cents per 100 lbs.	60	50	40	30	25

The rate on *Paving Stone* will be the same as the rate on *Sugar*.

No rate to any point west of the Western termini of the Trunk Lines to be less than the Cleveland rate.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Commissioner.

CIRCULAR No. 362.

Issued June 20, 1882.

INSPECTION OF SEED SHIPMENTS.

I am requested by the Chicago lines to call the attention of roads running from other Western points, to the necessity of carefully inspecting all shipments of seed for the purpose of preventing Clover, Timothy, Hungarian and Millet, being shipped under the name of "Rape Seed," which, it is claimed, is now frequently done.

You will please instruct agents to carefully examine all seed shipments and see that they are as represented by shipper, and billed according to classification.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Chairman.

(Private.—Not for Publication.)

CIRCULAR No. 363.

Issued June 22, 1882.

MAINTENANCE OF TARIFF.

FOR THE INFORMATION OF THE MEMBERS OF THE JOINT EXECUTIVE COMMITTEE.

The following is a copy of a telegram I have this day sent to Mr. C. W. Temple, Joint Agent at Cincinnati, which will explain itself :

"I have information that Mr. Burke, of the "Mail Line," has contracted at Owensboro with Hamilton for three hundred hhds. Tobacco at thirty-two cents (four cents less than tariff).

"I must ask you to notify Cincinnati roads not to transport any Tobacco from Cincinnati at less than their agreed proportion, and, in case the through rate is not maintained from Owensboro, to request them to withdraw the authority from River lines to issue through bills of lading over their roads.

"If the alleged cut is made out of the River proportion the River rate must be reduced at once, to stop that practice.

"Please ask Cincinnati roads to give joint notice to that effect, through you, to River connections, and report what action has been taken. Please answer."

It will be impossible to maintain rates, except the strictest measures are now taken with the "Mail Line" and other River lines, to prevent demoralization of rates.

These lines have too small an interest to be allowed to ruin the revenues of the large railroad property represented on the Joint Executive Committee.

I hope that you will give directions requiring the outside River lines and railroads to strictly maintain rates, and if they fail to do so to cut them off from interchange of business under through bills of lading.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 364.

Issued June 22, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the classification of Westbound Freight, to take effect on Friday, June 23, 1882 :

Monuments, bronze or metal.....2

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 365.

Issued June 24, 1882.

APPOINTMENT OF BOARD OF ARBITRATION AND METHOD OF PRESENTATION
AND PROCEDURE BEFORE THE SAME.

The vote of the Joint Executive Committee, taken as per Circular No. 353, has resulted in the election of Mr. Charles Francis Adams, Jr., as Arbitrator, for the term of one year, commencing on June 1, 1882, and the adoption of the plan for the settlement of all questions of difference between the members of the Joint Executive Committee, submitted for approval as per the above mentioned Circular. Mr. Adams has accepted the appointment.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 366.

Issued June 24, 1882.

READJUSTMENT OF TOBACCO RATES.

J. M. CULP, ESQ.,

Chairman Tobacco Committee.

Dear Sir: Please call together the Tobacco Committee, to consider the readjustment of Tobacco rates.

It has been found that the River lines are cutting the rates out of their proportion.

It will be necessary, in accordance with the agreement of March 11, 1881, that the lowest charge made by the River lines should be made the basis of the through rates.

It is necessary that you should take prompt action, otherwise the maintenance of rates on Tobacco is made impossible.

According to the agreement of the Joint Executive Committee, if any carrier, not represented on the Committee, does not maintain established rates, it becomes the duty of the connecting roads, members of the Committee, to cease interchange of business with them. (See Proceedings March 2 and 3, page 23.) This applies to the River lines as well as to the Rail lines.

Please advise me at the earliest day of the new rates recommended by the Committee upon the above named basis, and in accordance with existing agreements.

ALBERT FINK,
Chairman.

(*Private.—Not for Publication.*)

CIRCULAR NO. 367.

Issued June 24, 1882.

ADJUSTMENT OF DIFFERENTIAL FARES.

The Passenger Committee of the Trunk Lines have had under consideration the adjustment of differential fares, and although they have not arrived at any final conclusions, the following is submitted for the consideration of the members of the Joint Executive Committee interested in the subject.

The differential fares are to be adjusted according to the value of the accommodations furnished to the public on the different roads and the different trains on the same road.

Accordingly it is proposed to make the fares as follows :

FROM CHICAGO TO NEW YORK:

Trains without through cars, and ordinary time.....	\$20
Trains with through cars, and ordinary time.....	21
Trains without through cars, and quick time.....	22
Trains with through cars, and quick time.....	23 to 25

The quick time from Chicago to New York is about twenty-six to thirty hours, and ordinary time is about thirty-seven hours, according to present schedules.

FROM ST. LOUIS TO NEW YORK:

No through cars and ordinary time, and through cars and slow time	\$24 25
Through cars and ordinary time.....	26 25

All trains from St. Louis, on present schedules, can be classified in these two classes, except the trains from St. Louis *via* Cincinnati and *via* Chicago. It is a question to be considered, whether tickets upon these routes should not be withdrawn, in order to prevent "scalping."

The ordinary time from St. Louis to New York, under present schedules, is about thirty-nine hours.

FROM CINCINNATI TO NEW YORK:

No through cars and ordinary time.....	\$18 00
Through cars and ordinary time.....	19 00
Through cars and quick time.....	20 50
Through cars and slow time.....	17 00
No through cars and slow time.....	16 00

All trains on present schedules can be classified under these heads.

The ordinary time from Cincinnati to New York is about twenty-six hours, the quick time about twenty-four hours, and the slow time from thirty-two to thirty-four hours.

Second Class trains from Cincinnati to New York :

Quick and ordinary time.....	\$16 00
Slow time.....	14 50

The above adjustment of rates, according to the accommodation furnished to the passengers on different trains, is submitted for the consideration of the members of the Committee, who are expected to act upon the same at their next meeting to be called for that purpose, and for the purpose of perfecting the Agreement for the Division of Passenger Traffic.

It is requested that the matter be thoroughly considered by the members of the Committee, before the meeting, so that prompt action may be taken.

How these differential rates are to be put in practice is also to be further considered.

No difficulty presents itself in regard to passengers taking trains at points where the differential rates are established, but it will be difficult to arrange for through passengers from points beyond, and you are requested to take this matter into consideration and suggest such plans as you deem practicable.

The question of grading the differential fares from intermediate points will also have to be further considered.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.

CIRCULAR No. 368.

Issued June 26, 1882.

RATES TO MISSOURI RIVER POINTS.

By agreement with the Southwestern Railway Association, the following through rates and divisions from New York to Missouri River Points will take effect on July 1, 1882:

	1st Class.	2d Class.	3d Class.	4th Class.	Sugar, Molasses and Syrup.
VIA CHICAGO—					
From Chicago to Missouri River Points.....	76c.	60c.	43c.	30c.	25c.
From New York to Chicago.....	60c.	50c.	40c.	30c.	25c.
Total rate, New York to Missouri River Points.....	\$1.36	\$1.10	83c.	60c.	50c.
VIA ST. LOUIS—					
From East St. Louis to Missouri River Points.....	65c.	50c.	35c.	24c.	20c.
From New York to East St. Louis..	71c.	60c.	48c.	36c.	30c.
Total rate, New York to Missouri River Points.....	\$1.36	\$1.10	83c.	60c.	50c.

Rates and divisions *via* all East Mississippi River Points, same as *via* East St. Louis. The usual differences from other seaboard cities.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 369.

Issued June 26, 1882.

ADDITIONAL POINTS IN NEW ENGLAND OPEN TO BOSTON RATES ON EASTBOUND FREIGHT.

The Central Vermont R.R. gives notice that the following points are National Despatch and Great Eastern Line billing points, at Boston rates and divisions on Eastbound Freight in any quantity, viz. :

North Framingham, Mass.	Acton,	Mass.
Sudbury, "	Carlisle,	"
North Sudbury, "	Chelmsford,	"
South Sudbury, "	South Chelmsford,	"

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

*(The divisions given below are shown for your private information,
and are not to be made public.)*

CIRCULAR No. 370.

Issued June 28, 1882.

RATES FROM ATLANTIC CITIES TO NASHVILLE AND MEMPHIS.

The Louisville & Nashville R.R. Company having given notice that they would charge the arbitraries south of Louisville, named below, commencing July 1, 1882, and until further notice, the following rates to Nashville and Memphis will be made, as per agreement with the Va., Tenn. & Ga. Air Line :

RATES TO NASHVILLE, TENN.

	1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	Sugar, Molasses and Syrup.
FROM NEW YORK :						
<i>Via Louisville.</i>						
To L. & N. R.R. Depot, Louisville, Ky.....	69c.	58c.	47c.	37c.	....	32c.
From L. & N. R.R. Depot to Nash- ville, Tenn.....	25c.	20c.	16c.	12c.	....	10c.
Total rate New York to Nash- ville, Tenn.....	94c.	78c.	63c.	49c.	....	42c.
<i>Via Evansville.</i>						
To Evansville, Ind.....	68c.	57c.	46c.	34c.	....	29c.
From Evansville, Ind., to Nash- ville, Tenn.....	28c.	23c.	19c.	15c.	....	13c.
Total rate New York to Nash- ville, Tenn.....	96c.	80c.	65c.	49c.	....	42c.
<i>Via Va., Tenn. & Ga. Air Line.....</i>	86c.	72c.	60c.	48c.	46c.	41c.

RATES TO MEMPHIS, TENN.

	1st Class.	2d Class.	3d Class.	4th Class.	5th Class.	Sugar, Molasses and Syrup.
FROM NEW YORK :						
<i>Via Louisville.</i>						
To L. & N. R.R. Depot, Louisville, Ky.....	69c.	58c.	47c.	37c.	...	32c.
From L. & N. R.R. Depot, to Memphis, Tenn.....	30c.	24c.	20c.	16c.	....	12c.
Total rate New York to Mem- phis, Tenn.....	99c.	82c.	67c.	53c.	....	44c.
<i>Via Evansville.</i>						
To Evansville, Ind.....	68c.	57c.	46c.	34c.	....	29c.
From Evansville, Ind., to Mem- phis, Tenn.....	33c.	27c.	23c.	19c.	....	15c.
Total rate New York to Mem- phis, Tenn.....	\$1 01	84c.	69c.	53c.	....	44c.
<i>Via Va., Tenn. & Ga. Air Line.....</i>	91c.	76c.	63c.	51c.	49c.	42c.

The usual differences from other seaboard cities.

The difference of two cents per 100 lbs. on first, second and third classes against the route *via* Evansville, will be absorbed by the P., D. & E. R.R., making the through rate the same *via* Louisville or Evansville.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 371.

Issued June 29, 1882.

SHIPMENTS OF HIGHWINES, ETC., TRANSPORTED IN BOND.

At a meeting of the Trunk Line Executive Committee, held on Wednesday, June 28, 1882, the following resolution was adopted :

Resolved, That on and after July 15, 1882, the practice of the railroad companies acting as sureties for shippers of Highwines transported in bond will be discontinued.

<p>C. W. BULLEN, <i>Secretary.</i></p>	<p>ALBERT FINK, <i>Chairman.</i></p>
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CIRCULAR No. 372.

Issued June 30, 1882.

RATES ON SUGAR, MOLASSES AND SYRUP TO MISSOURI RIVER POINTS.

Attention is called to Circular N. S. 20, of the Southwestern Railway Association, dated July 1, 1882, which gives the rates West of Chicago and Mississippi River Points on Sugar, Molasses and Syrup, L. C. L., from the seaboard, and destined to Missouri River Points, as five cents per 100 lbs. *higher than the car load rate.*

The rates on Sugar, Molasses and Syrup, given in Joint Executive Committee Circular No. 368, apply, therefore, *only to car load shipments*, the rate on less than car loads being 55 cents through, divided as follows : 30 cents to East Mississippi River points, and 25 cents beyond.

<p>C. W. BULLEN, <i>Secretary.</i></p>	<p>ALBERT FINK, <i>Commissioner.</i></p>
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CIRCULAR No. 373.

*Issued July 1, 1882.*REQUEST FOR VOTE ON THE ADOPTION OF THE REPORT OF THE
CLASSIFICATION COMMITTEE.

At a meeting of the Classification Committee, held at Chicago, June 22, 1882, the following additions to changes in, and erasures from, the "Official Classification of East-bound Freight," were agreed upon, and are herewith submitted for the vote of the Joint Executive Committee.

Please record your vote upon the enclosed blank, and return the same to this office at your earliest convenience, so that the recommendations of the Classification Committee, if adopted, can take effect at an early date, of which due notice will be given.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

REPORT OF CLASSIFICATION COMMITTEE.

ADDITIONS TO CLASSIFICATION :

Bags and bagging, in bundles, L. C. L.....	1
Same, in bundles, C. L.	5
Same, in bales or rolls, L. C. L.	4
Same, in bales or rolls, C. L.	6
Bag Holders, iron, in boxes.....	2
Bells, C. R.	1
Bells, iron, Hangers and Clappers detached, and tied, in bundles or boxed, O. R., L. C. L.	4
Cannel Coal, C. L.	8
Coal, in bbls. or casks.....	6
Copper, Oxide, in bbls.....	7
Cord Binding, in bales or boxes, L. C. L.	5
Same, C. L.	6
Copying Presses, C. R.	1
Same, O. R., L. C. L.	3
Same, O. R., C. L.	6
Beds, Folding, O. R. (under head of Furniture).....	1
(Under head of Glass of all kinds, except Looking Glass) when boxes are of such size that they can be loaded in box cars, O. R. breakage, C. L.	7

ADDITIONS TO CLASSIFICATION—Continued.

Handles, Axe, Pick, Hand Spikes, etc., not boxed, bundled or raked, C. L.	9
Iron Vault Linings, in small sections, that can be loaded in box cars, L. C. L.	7
Same, in sections, needing open cars, L. C. L.	5
Same, C. L.	7
Ordnaunce Stores, C. L.	4
Shoddy, in bales.	3
Sieves, tin rims, nested and boxed, L. C. L.	2
Same, C. L.	6
Telephone Instruments and Boxes, boxed, O. R., L. C. L.	3
Same, O. R., C. L.	4
Tiling, Floor, Marble, Plain or Encaustic, in pkgs., O. R. break-age, C. L.	7
Wire for Fences, C. L.	7
Wire, Telegraph, C. L.	7
Wooden Tooth Picks and Cigar Lighters, in boxes or bbls.	6
Zinc, Oxide, in bbls.	7

ERASURES FROM CLASSIFICATION:

Bags, in bundles.	1
Bags and Bagging, in bales or rolls.	6
Bells, Iron, O. R., L. C. L.	3
Copying Presses, boxed.	2
Same, not boxed.	1
Lead, White, in kegs.	6
Tripe, pickled, in kegs or bbls., C. L.	6

CHANGES IN CLASSIFICATION:

{ Bromide, in iron drums, same as Acid. Changed to read:	
	{ Bromide, in iron drums, O. R. 4
{ Bullion, Base, value not to exceed \$100.00 per net ton, fixed rate, Chicago to New York, 30c. per 100 lbs., and from other points on the agreed percentage basis. Changed to read:	
	{ Bullion, Base, value not to exceed \$100.00 per net ton, fixed rate, Chicago to New York, 30c. per 100 lbs., in C. L., and from other points on the agreed percentage basis. This rate to be good during the calendar year.
{ Calamine. 10	
	{ Changed to read: Calamine. See Ore, Silver, etc.
{ Coal, C. L. 8	
	{ Changed to read: Coal (except Cannel), C. L. Special.

CHANGES IN CLASSIFICATION—Continued.

{	Coke, C. L.....	8
	<i>Changed to read :</i>	
{	Coke, C. L.....	Special.
{	Copper Matte or Ingots.	
	Same change as is made in Bullion.	
{	Copper Residue.	
	Same change as is made in Bullion.	
{	Excelsior, C. L., actual weight.....	4
	<i>Changed to read :</i>	
{	Excelsior, C. L., actual weight.....	5
{	Furniture, car loads (except bedsteads, common, in white or stained), released, actual weight.....	3
	<i>Changed to read :</i>	
{	Furniture, car loads (except bedsteads, common, in white or stained, and chairs), released, actual weight.....	3
{	Gas Pipe and Gas Retorts, iron	6
	<i>Changed to read :</i>	
{	Gas retorts, iron.....	6
{	Glassware, not otherwise specified, O. R., C. L.....	6
	<i>Changed to read :</i>	
{	Glassware, not otherwise specified, O. R., C. L. (See Rule 14),	6
{	Glass of all kinds, except Looking Glass.	
	When boxes are of such size that they can be loaded in box cars, actual weight.....	6
	<i>Changed to read :</i>	
	When boxes are of such size that they can be loaded in box cars, O. R. breakage, L. C. L.	6
{	Glass, Looking, boxed, 3 feet and over in length, and under 5½ x 7, O. R.....	D1
	<i>Changed to read :</i>	
{	Glass, Looking, boxed, 3 feet and over in length, and under 5½ x 7, O. R.....	1½
{	Handles, Are, Pick, Hand Spikes, Broom, Spade, Plow, Hoe, Mop, boxed, bundled or racked, C. L.....	6
	<i>Changed to read :</i>	
{	Same.....	7
{	Hides, dry, loose or in bundles.....	1½
	<i>Changed to read :</i>	
{	Hides, dry, loose or in bundles or sacks.....	1½
{	Iron Casks or Drums for importing Glycerine, L. C. L.....	D1
	<i>Changed to read :</i>	
{	Same.....	1

CHANGES IN CLASSIFICATION—Continued.

{	Machinery, over 3,000 lbs., and L. C. L., heavy, compactly packed in boxes.....	3
	<i>Changed to read :</i>	
{	Machinery, heavy, weighing 3,000 lbs. or over to each machine, with connections and detachable parts removed and boxed, O. R., L. C. L.....	3
{	Mineral Water, in glass, prepaid,	
	<i>Changed to read :</i>	
{	Mineral Water, in glass, prepaid or guaranteed.	
{	Mineral Water, in jacket cans, prepaid,	
	<i>Changed to read :</i>	
{	Mineral Water, in jacket cans, prepaid or guaranteed.	
{	Mineral Water, in Wood, prepaid, L. C. L.,	
	<i>Changed to read :</i>	
{	Mineral Water, in Wood, prepaid or guaranteed, L. C. L.	
{	Ore, Silver, Lead, Antimony or Copper, value not to exceed \$100 per net ton, fixed rate Chicago to New York, 30 cts. per 100 lbs., and from other points on the agreed percentage basis.	
	<i>Changed to read :</i>	
{	Ore, Silver, Lead, Antimony, Zinc or Copper, and Calamine, value not to exceed \$100 per net ton, fixed rate Chicago to New York, 30 cts. per 100 lbs., in C. L., and from other points on the agreed percentage basis. This rate to be good during the calendar year.	
{	Rags, pressed in bales, C. L.....	7
	<i>Changed to read :</i>	
{	Rags, pressed in bales, C. L., subject to Rule 14, Rule 16 not to apply.....	7
{	Seed, in bulk, not taken,	
	<i>Changed to read :</i>	
{	Seed (except Flax seed), in bulk, not taken; Flax seed in car loads may be taken in bulk, at Owner's Risk of leakage, when cars are securely lined by and at the expense of the shipper.	
{	Tripe, pickled, in kegs or bbls. L. C. L.....	3
	<i>Changed to read :</i>	
{	Tripe, pickled, in kegs or bbls.....	7
{	Wagon and Carriage Bows and Wheels, L. C. L.,	
	<i>Changed to read :</i>	
{	Wagon and Carriage Bows, Gears and Wheels, L. C. L.	

CHANGES IN CLASSIFICATION—*Continued.*RULE 3—*Changed to read:*

Agents at point of shipment will take care to assure themselves that contents of packages are actually what they purport to be, and if they have reason to suspect that an attempt is being made to deceive the carrier, or avoid proper classification, will require an inspection of contents, or other sufficient evidence that they are correctly described, *before receipting for same.*

The rule in regard to small shipments reads—

“No single shipment of any class taken for less than 100 lbs.”

Changed to read:

No single shipment of any class taken for less than 100 lbs. in the class to which it belongs, and no shipment to be charged less than 25 cents.

Added to Rule 14:

Glassware, not otherwise specified; Rags, pressed in bales.

Communications in regard to the following articles, after full discussion, were laid on the table, and the Secretary requested to notify the parties that it is not deemed advisable to make any change in the present classification, viz.:

Iron Safes, Show Cases, Electric Light Carbons, Unwashed Wool, Buggies, Boxed Wagons, L. C. L., Paper Pails.

Communications from Cincinnati and Chicago, in regard to classification of Alcohol, Whiskies, Highwines, etc., in less than car loads, were fully discussed, and it was decided that, inasmuch as the rate on car loads will be fully restored on July 1, it would not be expedient at the present time to make any change in the rate for less than car loads.

Communications from the following parties, Joel Hayden Brass Company, and Detroit Bronze Company, laid over until next meeting, in order that further information may be obtained in regard to the articles on which classification is desired.

Resolved, That Regular meetings of the Classification Committee be fixed for December, March, June and September, unless other meetings are called by the Commissioner, the Chairman to give at least ten (10) days' notice of time and place, when practicable.

Resolved, That this classification take effect seven (7) days after the notice of adoption by the Joint Executive Committee is received by the Secretary of the Committee, so as to give time for distribution of same.

Respectfully submitted,

J. T. R. McKAY,
Secretary.

F. H. KINGSBURY,
Chairman.

CIRCULAR No. 374.

Issued July 1, 1882.

UNIFORM TERMINAL CHARGES ON GRAIN AT THE ATLANTIC SEABOARD CITIES.

At a meeting of the Trunk Line Executive Committee, held on June 29, 1882, at which the Grand Trunk, New York Central & Hudson River, New York, Lake Erie & Western, Pennsylvania, Baltimore & Ohio, Central Vermont, Fitchburg, Boston & Albany, and New York & New England Railroad Companies were represented, the following resolutions were unanimously adopted:

First.—That, until otherwise agreed, the charges on Grain starting from the west on or after July 10, 1882, and delivered direct from elevator at Boston, New York, Philadelphia, and Baltimore, shall be one and one quarter ($1\frac{1}{4}$) cents per bushel for elevating, weighing, spouting to ship, and ten (10) days' storage.

Second.—That, on Grain delivered otherwise than direct from elevators at Boston, the charges for elevating, lighterage, etc. (exclusive of trimming), shall not be less than one and one quarter ($1\frac{1}{4}$) cents per bushel. But at New York, the present system in regard to such Grain shall remain in effect, and at Philadelphia and Baltimore, the charge, including delivery on board vessels and trimming, shall be the same as at New York.

Third.—That, in making through rates to points beyond the seaboard ports from common points west, there shall be added to the inland and ocean charges one and one quarter ($1\frac{1}{4}$) cents per bushel, to be shown on bill of lading, which charge shall cover the above named work, and not include the cost of trimming.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 375.

Issued July 8, 1882.

RATES TO EAST MISSISSIPPI RIVER POINTS ON TEXAS BUSINESS.

Commencing July 7, 1882, the rates from the seaboard cities to all East Mississippi River Points (East Burlington, Quincy, East Keokuk, East Hannibal, East Louisiana and Alton) on business destined to points in Texas, will be the same as to East St. Louis.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 376.

Issued July 12, 1882.

ADDITIONAL POINT IN NEW ENGLAND OPEN TO BOSTON RATES ON EASTBOUND FREIGHT.

The Fitchburg Railroad Company gives notice that

South Framingham, Mass.,

is now open as a through billing point *via* that road, at Boston rates and divisions, on Eastbound Freight in any quantity.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 377.

Issued July 13, 1882.

ESTABLISHMENT AND MAINTENANCE OF COTTON RATES.

For the information of the members of the Joint Executive Committee, the following correspondence regarding the establishment and maintenance of cotton rates from Memphis is published.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

(Copy.)

MR. J. M. CULP,
Louisville, Ky. :

NEW YORK, APRIL 19, 1882.

The Trunk Lines intend to take final steps now to restore Cotton rates. They propose to issue tariff commencing May 1, and exact their full proportion of the established rates from all points of the country.

I wish you as Chairman of the Committee, to inform me at once of the highest rate that can be made in competition with New Orleans, and what is the position of the "Va. Air Line."

The Trunk Lines will maintain any rates, and cause their Western connections to do the same, that may be fixed.

Please answer to-day, as definite action will be taken to-morrow.

(Signed,) ALBERT FINK.

(Copy of Telegram.)

ALBERT FINK,

CLEVELAND, OHIO, MAY 2, 1882.

New York :

The C., C. & I., Cin., Ham. & Dayton, and Louisville & Nashville roads will adopt and maintain the following rates on Cotton, if approved by the Joint Executive Committee and maintained by other lines :

To New York from Memphis, all-rail, fifty-seven cents, rail and water, fifty-five cents. The C., H. & D. to issue all-rail bills of lading *via* river at all-rail rate, effect its own insurance with insurance companies, paying the actual cost of insurance to Cincinnati and Cairo out of the through rate, until it gives notice to the contrary.

St. Louis, all-rail, forty-nine cents; East St. Louis, forty-five cents; Cairo, forty-seven cents; Evansville, forty-five cents; Louisville, New Albany and Jeffersonville, forty-three cents; Cincinnati, forty cents. These rates all include cost of compressing.

On Compressed Cotton coming by River: E. St. Louis depot, thirty cents; Cairo depot, thirty cents; Evansville depot, thirty cents; Louisville, New Albany, Jeffersonville, and Cincinnati depots, twenty-seven cents. Hannibal, same as St. Louis; East Hannibal, same as East St. Louis.

The Louisville and Nashville roads will endeavor to have the rates from Memphis adopted by the Memphis and Charleston road at once. Mr. Culp and Mr. McLeod are both here.

(Signed,)

O. B. SKINNER.

(Copy of Telegram.)

ALBERT FINK,

LOUISVILLE, MAY 3, 1882.

Commissioner :

All-rail rates, including cost of compressing, agreed to by Mr. Skinner, Mr. McLeod and myself, are: From Memphis, fifty-seven cents; St. Louis, forty-nine cents; East St. Louis, forty-five cents; Cairo, forty-seven cents; Evansville, forty-five cents; Louisville, New Albany and Jeffersonville, forty-three cents; Cincinnati, forty cents. Rail and water, Memphis, fifty-five cents.

The rates on Compressed Cotton shipped from Memphis by boat are as follows: From the depots at Cairo and Evansville, thirty cents; Louisville, New Albany, Jeffersonville and Cincinnati, twenty-seven cents.

The net rate on Compressed Cotton from East St. Louis and East Hannibal, thirty cents. Hannibal, same as St. Louis. The C., H. & D. road agrees that it will use the all-rail rate from Memphis *via* Cairo or Cincinnati, by river, effecting its own insurance and paying cost of same to the insurance companies. The rates from Cincinnati and Louisville on the Memphis Cotton, are made the same, because the boat will take it to Cincinnati as cheaply as to Louisville or New Albany.

(Signed,)

J. M. CULP.

(Copy of Telegram.)

ALBERT FINK :

CLEVELAND, OHIO, MAY 3, 1882.

Your telegram received. The figures as given to you were those agreed upon here and were the only ones that Mr. Culp would accept, because he desired to make it an impossibility that the River lines should have excess revenue from which to pay rebates to shippers.

Remembering myself that you had said to me that I was the only obstacle in the way of a restoration of Cotton rates, I acquiesced in that which was agreed upon by Mr. Culp and Mr. McLeod. Mr. Culp seemed fully impressed with the idea that if Cincinnati were put in a position where they could not cut, the balance would go all right, he knowing, and I also, that the regular Cincinnati line of boats will deliver Cotton at Cincinnati, as cheap as they will at Cairo or Evansville. The basis used heretofore on which to make up rates was thrown overboard, and the one idea I expressed predominated.

For any change I think you had better go to Mr. Culp direct. Whatever he may consent to will be satisfactory to us.

(Signed,)

O. B. SKINNER.

(Copy.)

ALBERT FINK, Esq.,

CINCINNATI, OHIO, MAY 11, 1882.

Commissioner,

New York, N. Y.

Dear Sir : Referring to Mr. Skinner's message to you from Cleveland, May 1, of which the following is an extract :

"The C., C., C. & I., C., H. & D., and L. & N. roads will adopt and maintain the following rates on Cotton if approved by the Joint Executive Committee and maintained by other lines : to New York from Memphis, all-rail, fifty-seven cents ; rail and water, fifty-five cents. The C., H. & D. to issue all-rail bills of lading *via* river at all-rail rate, effect its own insurance with insurance companies, paying the actual cost of insurance to Cincinnati and Cairo, out of the through rate until it gives notice to the contrary."

It was understood in this interview between Mr. Culp, Mr. Skinner and myself, that we were to pay the actual cost of insurance on Cotton from Memphis to Cincinnati out of the all-rail rate. This was assented to because we showed that the two (2) cents allowed between the all-rail rates and the water rates, did not cover the cost to Cincinnati.

What I wish now to know is, whether we are to way-bill this difference of insurance out of the through rate, and whether the Trunk Lines will accept our billing if so done ?

Yours truly,

(Signed,)

A. H. McLEOD,

G. F. A.

(Copy.)

A. H. McLEOD, Esq.,

NEW YORK, MAY 13, 1882.

G. F. A., C., H. & D. R.R.,

Cincinnati, Ohio.

Dear Sir: I am in receipt of your favor of 11th inst., referring to the proper method of settling advances made by your company for account of cost of insurance on Cotton shipments from Memphis to the seaboard *via* river to Cincinnati and Cairo, on all bills of lading issued by your company.

The shipments should be way-billed at the regular all-rail through rate, and vouchers for the cost of insurance sent me for approval, after which they can be paid and *prorated* between the roads in interest.

Very respectfully,

(Signed,)

ALBERT FINK,
Commissioner.

(Copy of Telegram.)

CINCINNATI, OHIO, JULY 10, 1882.

A. FINK:

We have billed Foreign Cotton from Memphis as follows: through, fifty-seven cents; compress, fifteen cents; insurance, five; transfer, three; boat, eleven and one third; east, twenty-two and two thirds.

It is on through bill lading, and is divided in accordance with agreement that we should pay insurance out of rate; the boat received one third ($\frac{1}{3}$) the rate in accordance with percentages arranged with them. This Cotton is stopped by connections, and is delayed. Please instruct Canada Southern to receive and forward it.

(Signed,) A. H. McLEOD.

(Copy of Telegram.)

NEW YORK, JULY 11, 1882.

A. H. McLEOD, Esq.,

Cincinnati, Ohio:

I have your telegram in regard to billing Cotton. We are strictly carrying out the agreement made by Messrs. Skinner, Culp and yourself, which was telegraphed to me by Mr. Skinner, under date of May 2. It fixes the rate from Cincinnati to New York at twenty-seven cents. In regard to insurance, it says:

"The Cincinnati, Hamilton & Dayton agrees that it will use the all-rail rate from Memphis *via* Cairo or Cincinnati by river, effecting its own insurance and paying cost of same to the insurance company."

I can give no other directions than those in accordance with the published tariff, and agreement made by yourself.

(Signed,) ALBERT FINK.

(Copy of Telegram.)

NEW YORK, JULY 10, 1882.

Mr. J. M. CULP,

Louisville, Ky. :

Mr. McLeod, of the C., H. & D. Road, says that you understood that he had a prorating arrangement with the packet boats. Was that not part of your agreement that there should be a fixed rate for the Packet Co. on Memphis business, and that the rates should not be so large as to permit of their being cut? Was this not a positive agreement?

(Signed,) ALBERT FINK.

(Copy of Telegram.)

LOUISVILLE, JULY 11, 1882.

A. FINK :

Yes, sir; it was a positive agreement. Mr. McLeod for some time contended that he had a prorating arrangement with the boats, and must prorate with them, finally, when Mr. Skinner, offering to charge a fixed rate for the C., C. C. & I., and upon Mr. Skinner and me urging Mr. McLeod to charge a fixed arbitrary, as necessary to a maintenance of agreed rates, he consented to do it until further notice. This agreement was clear. If he remembers the conversation he will verify my statement.

(Signed,) J. M. CULP.

(Copy of Telegram.)

LOUISVILLE, KY., JULY 12, 1882.

ALBERT FINK :

I have a letter from T. S. Davant, proposing to reduce rate on Cotton from Memphis to New York to forty-five cents, on account of Captain Hart taking Cotton *via* Cincinnati and *via* Cairo at cut rates. Mr. Davant does not furnish any proof, but says he knows rates are cut. Has any action been taken on Mr. Davant's telegram, declining to agree to maintain any rates as long as Captain Hart represents the Trunk Lines at Memphis?

(Signed,) J. M. CULP.

(Copy of Telegram.)

NEW YORK, JULY 13, 1882.

Mr. J. M. CULP,

Louisville, Ky. :

I think there is no doubt now that we will be able to stop cutting rates from Memphis on Cotton by the C., H. & D. R.R. A large amount of Cotton evidently taken, if not at cut rates, at a division of rate contrary to the agreement, which enabled the parties to pay rebates, has been stopped, and full proportion from

Cincinnati is being enforced. I think you had better counsel Mr. Davant not to reduce rates at present, as I now feel sure we can maintain rates, Hart or no Hart.

I shall make another effort to see whether the Executive Committee can control this business and carry out its agreement. If this cannot be done, I will let you know, and Mr. Davant can then take such measures as he may think necessary to protect himself against the bad faith of some of his competitors.

(Signed,) ALBERT FINK.

NEW YORK, JULY 13, 1882.

To the Members of the Joint Executive Committee.

GENTLEMEN: Mr. T. S. Davant, General Freight Agent of the Memphis & Charleston Railroad, proposes to reduce the Cotton rate from Memphis to New York to forty-five cents per 100 lbs., owing to the non-maintenance of the Cotton rates from Memphis over the Trunk Lines, agreed upon through this office in May last.

In the foregoing correspondence is given the agreement made by Messrs. Skinner, Culp and McLeod, in relation to the restoration of Cotton rates on May 8, to which agreement the Memphis & Charleston Railroad consented upon the assurance from this office that Cotton rates would be maintained.

The Memphis & Charleston Railroad has taken the position that, as long as Mr. Hart is employed on commission by any of the Trunk Lines, it will be impossible to maintain rates.

The correspondence held upon this subject shows that, although the through rates from Memphis were nominally maintained upon Cotton shipments, the division of the rate was made in direct violation of the agreement with Mr. Culp and Mr. Davant, and the other roads, and without authority from the Trunk Lines.

It was also shown that instead of thirty-two (32) cents being charged from Cincinnati to Boston points, according to that agreement, the rail lines were allowed only twenty-four cents—three cents being allowed for rebate, three cents for commission, and two cents more to the River lines than the rate upon which the through rate was based; and that Cotton that should have been billed at thirty-six cents, including arbitraries, was billed at twenty-four cents.

Mr. A. H. McLeod, General Freight Agent of the Cincinnati, Hamilton & Dayton Railroad, explains in his letter to me of July 6, that these divisions were made by a new chief clerk, who inadvertently continued the billing instructions for rates made when everything was "at sea" in Memphis, and that on account of his being so much occupied with other matters, this inadvertency was not discovered until Mr. McLeod's attention was called to it by my letter of June 24, although the agreement which he made with the other companies was to have taken effect on May 8.

It further appears, from Mr. McLeod's telegram of July 10, that he continued to disregard the agreement made, by requesting the Trunk Lines to accept a rate of twenty-two and two thirds cents on Cotton from Memphis to New York, instead of twenty-seven cents, the rate agreed upon.

All of this shows that the charge made by Mr. Davant, that the agreement is not being carried out, is fully sustained, and that he is justified in reducing the rate to such a figure as will put him upon an equal footing with the Trunk Lines.

I have informed Mr. Davant that, in view of the fact that the Trunk Lines and their connections disapprove of the division of rate made by Mr. McLeod, and are determined to enforce the agreement in letter and spirit, I believe that hereafter rates will be strictly maintained, and have requested him not to take any action reducing the rate until it has been fully established that it is impossible for the Trunk Lines to enforce any agreement which may be entered into by them through this office, and of which fact I have promised that I will give him due notice.

Attention is called to the fact that the Joint Executive Committee, at its meeting held on October 22, 1879, passed the following resolution (see page 66, Proceedings Joint Executive Committee, 1879):

Whereas, In the past season the payment of commissions to agents has, in our opinion, tended greatly to disturb the rates on Cotton out of Memphis, and being, in our opinion, wrong in principle and demoralizing in effect; therefore,

Resolved, That no agents shall be employed except on salaries, and that nothing having a tendency to in any way demoralize or disturb the Cotton business out of Memphis, shall be permitted.

These resolutions have been violated, and the Southern lines with whom the agreement was made for the maintenance of Cotton rates, have a right to demand, as they now do, that no commission agents shall be employed; and it is the duty of the Trunk Lines and the Executive Committee, to see that this agreement is fully enforced; if not, due notice should be given by them to the Southern lines, that they are not in a position to enforce their agreements.

Respectfully,

ALBERT FINK,
Commissioner.

CIRCULAR No. 378.

Issued July 14, 1882.

TARIFF RATES NOT TO BE GUARANTEED FOR MORE THAN TEN DAYS.

It having been reported that contracts at present tariff rates have been made on shipments of Grain, to be forwarded during the month of August, attention is called to the following resolution, adopted June 5, 1879, *which should be strictly adhered to*:

Resolved, That hereafter notice shall be given of an increase in rates ten days in advance, and that no contracts or arrangements shall be made as to duration or quantities of shipments, that will prevent the increased rates being put into effect at the specified time by all roads.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 379.

Issued July 15, 1882.

CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE.

Meetings of the Joint Executive Committee, and Sub-Committees, will be held at this office on the following days :

On Tuesday, July 25 :

The Chicago Committee will meet at 11 o'clock a. m., to transact business as per Circular Letter of July 1st.

On Wednesday, July 26 :

The Joint Executive Committee will meet at 11 o'clock a. m.

The St. Louis Committee will meet at 2 o'clock p. m. on the same day, for the purpose of transacting business as per Circular Letter of July 1st.

On Thursday, July 27 :

The Joint Executive Committee will meet at 11 o'clock a. m.

The principal subjects to be considered are—

First.—Division of traffic from points agreed upon at meeting of March 3, 1882 (see Proceedings, Section 143, page 32). The Chairman of each Committee should be prepared to make reports.

Second.—Consideration of the necessary measures to be adopted, to insure the strict maintenance of tariffs from all points.

Third.—Tariffs to be established and division of through rates to be agreed upon from all points where at present no agreements exist.

On Friday July 28 :

The Joint Executive Committee will meet at 11 o'clock a. m., to consider the question of differential fares, and to complete the Agreement for Division of Passenger Earnings.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 380.

Issued July 19, 1882.

DIVISION OF COTTON RATE EAST OF CINCINNATI.

For your information, the following correspondence bearing on division of Cotton rate from Memphis, is sent to you :

(Copy of Telegram.)

A. FINK, *Commissioner*,
New York:

CINCINNATI, JULY 18, 1882.

Give the divisions, as you understand they should be made, on all-rail rate sixty-two cents, Memphis to Boston, on shipments made by C. H. & D. and river; and the insurance, five cents, paid by C. H. & D.

(Signed,)

A. H. McLEOD.

(Copy of Telegram.)

MR. A. H. McLEOD,
Cincinnati, O.:

NEW YORK, JULY 19, 1882.

Rate of sixty-two cents on Cotton from Memphis to Boston should be divided as follows :

Thirty-two cents to the railroads east of Cincinnati, two cents for insurance.

The additional insurance, if any, to be paid by you, and settled by voucher to be prorated from Cincinnati.

This is according to my understanding of the agreement you made with Messrs. Skinner and Culp, as explained by correspondence, a copy of which was sent you.

(Signed,)

ALBERT FINK.

Referring to the correspondence as per Circular 377, page 120, it will appear that it was agreed that full all-rail rate should be charged upon river and rail shipments, and that the insurance should be paid by the line north of the river.

As there is already two cents included in the all-rail rate, applicable to insurance, the proper way of billing Cotton from Cincinnati is to add this two cents to the established proportion east of Cincinnati, making it twenty-nine cents to New York, and then have Mr. McLeod furnish the voucher for actual insurance paid, which vouchers should be prorated east of Cincinnati.

Where Cotton by water and rail is only billed at twenty-seven cents to New York, in making insurance settlements, of course, two cents per hundred must be deducted from the actual cost of insurance, and the remainder be prorated east of Cincinnati.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Chairman.

CIRCULAR NO. 381.—JOINT EXECUTIVE COMMITTEE.

OFFICE OF THE CHAIRMAN,
346 BROADWAY, NEW YORK, JULY 20, 1882. }

RATES ON TOBACCO.

At the meeting of the Committee on Tobacco Rates, held at Louisville, Ky., July 3, 1882, the following rates on Tobacco were recommended, which will take effect on Monday, July 24, 1882:

UNMANUFACTURED TOBACCO, AND TOBACCO STEMS, IN HOGSHEADS OR CASES.

FROM RAILROAD DEPOTS AT—	ALL RAIL. Per 100 lbs.	RAIL AND WATER. Per 100 lbs.	CHES. & OHIO R'Y.	
			On B. L., not cover- ing Ins. on Ohio Riv.	On B. L., covering Ins. on Ohio Riv.
			Per 100 lbs.	Per 100 lbs.
East St. Louis.....to New York.	36 $\frac{1}{2}$ cts.	.....	32 $\frac{1}{2}$ cts.	34 $\frac{1}{2}$ cts.
East Hannibal.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
Quincy.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
East Burlington.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
East Keokuk.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
Rock Island.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
East Louisiana.....to "	36 $\frac{1}{2}$ "	.....	32 $\frac{1}{2}$ "	34 $\frac{1}{2}$ "
Cincinnati.....to "	25 "	.....	21 "	23 "
Louisville.....to "	28 "	.....	24 "	26 "
Jeffersonville.....to "	28 "	.....	24 "	26 "
New Albany.....to "	28 "	.....	24 "	26 "
Evansville.....to "	33 "	.....	29 "	.....
Cairo.....to "	38 "	.....	34 "	36 cts.
Clarksville, Tenn....to "	46 "	.....	42 "	44 "
Paducah.....to "	41 "	39 cts.	37 "	39 "
Uniontown, Ky.....to "	.....	40 "	38 "	40 "
Owensboro.....to "	38 cts.	36 "	34 "	36 "
Henderson.....to "	38 "	36 "	34 "	36 "
Ohio River Landings between Louisville and Evansville, ex- cept Owensboro....	.....	36 "	34 "	36 "
Ohio River Landings between Evansville and Paducah, except Henderson.....	.....	40 "	38 "	40 "
Landings on Cumber- land River, below Clarksville, Tenn...	.....	44 "	42 "	44 "
Landings on Tennes- see River, below Johnsonville, Tenn.	.....	44 "	42 "	44 "
Landings on Green River.....	45 $\frac{1}{2}$ cts.	45 $\frac{1}{2}$ "	41 $\frac{1}{2}$ "	43 $\frac{1}{2}$ "

The Committee also adopted the following resolution :

Resolved, That the Chesapeake & Ohio Railway will maintain a two cent differential, *via* rail and ocean, insured, from rail points on Ohio River to Eastern cities, and a four cent differential, uninsured, on the Ohio River, under all rail rates from Ohio River points, on business taken *via* Packet and Huntington.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 382.

Issued July 24, 1882.

SEABOARD ELEVATOR CHARGES ON EXPORT GRAIN FORWARDED ON
THROUGH BILLS OF LADING.

In order to secure uniformity in making elevator charges on Export Bills of Lading, you will please be guided by the following rates *per hundred pounds*, for each kind of Grain, as adopted by the Chicago Committee :

Wheat.....	$2\frac{1}{16}$ cents.
Corn.....	$2\frac{1}{4}$ "
Rye.....	$2\frac{1}{4}$ "
Barley.....	$2\frac{3}{16}$ "
Oats.....	$3\frac{1}{16}$ "

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 383.

Issued July 25, 1882.

RATES TO MISSOURI RIVER POINTS.

By agreement with the Southwestern Railway Association, the following through rates and divisions from New York to Missouri River Points will take effect on August 1, 1882 :

CLASSES.	1.	2.	3.	4.	Sugar, Molasses and Syrup. C. L.
VIA CHICAGO—					
From Chicago to Missouri River Points.	81c.	65c.	48c.	32c.	28c.
From New York to Chicago.....	60c.	50c.	40c.	30c.	25c.
Total rate, New York to Missouri River Points.....	\$1.41	\$1.15	88c.	62c.	53c.
VIA ST. LOUIS—					
From East St. Louis to Missouri River Points.....	70c.	55c.	40c.	26c.	23c.
From New York to East St. Louis....	71c.	60c.	48c.	36c.	30c.
Total rate, New York to Missouri River Points.....	\$1.41	\$1.15	88c.	62c.	53c.

Rates west of Chicago and Mississippi River on Sugar, Syrups and Molasses, L. C. L., from the seaboard, and destined to Missouri River points, are *four cents higher* than the car load rate, making the through rate on less than car loads fifty-seven cents.

Rates and divisions *via* all East Mississippi River points, same as *via* East St. Louis. The usual differences from other seaboard cities.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR NO. 384.

Issued July 25, 1882.

CHANGE IN WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following change in the classification of Westbound freight, to take effect Wednesday, July 26, 1882:

The present classification is:

Potatoes, common, C. L.	4
Potatoes, common, L. C. L.	3
Potatoes, sweet, bbls., prepaid, O. R.,	4

Changed to read:

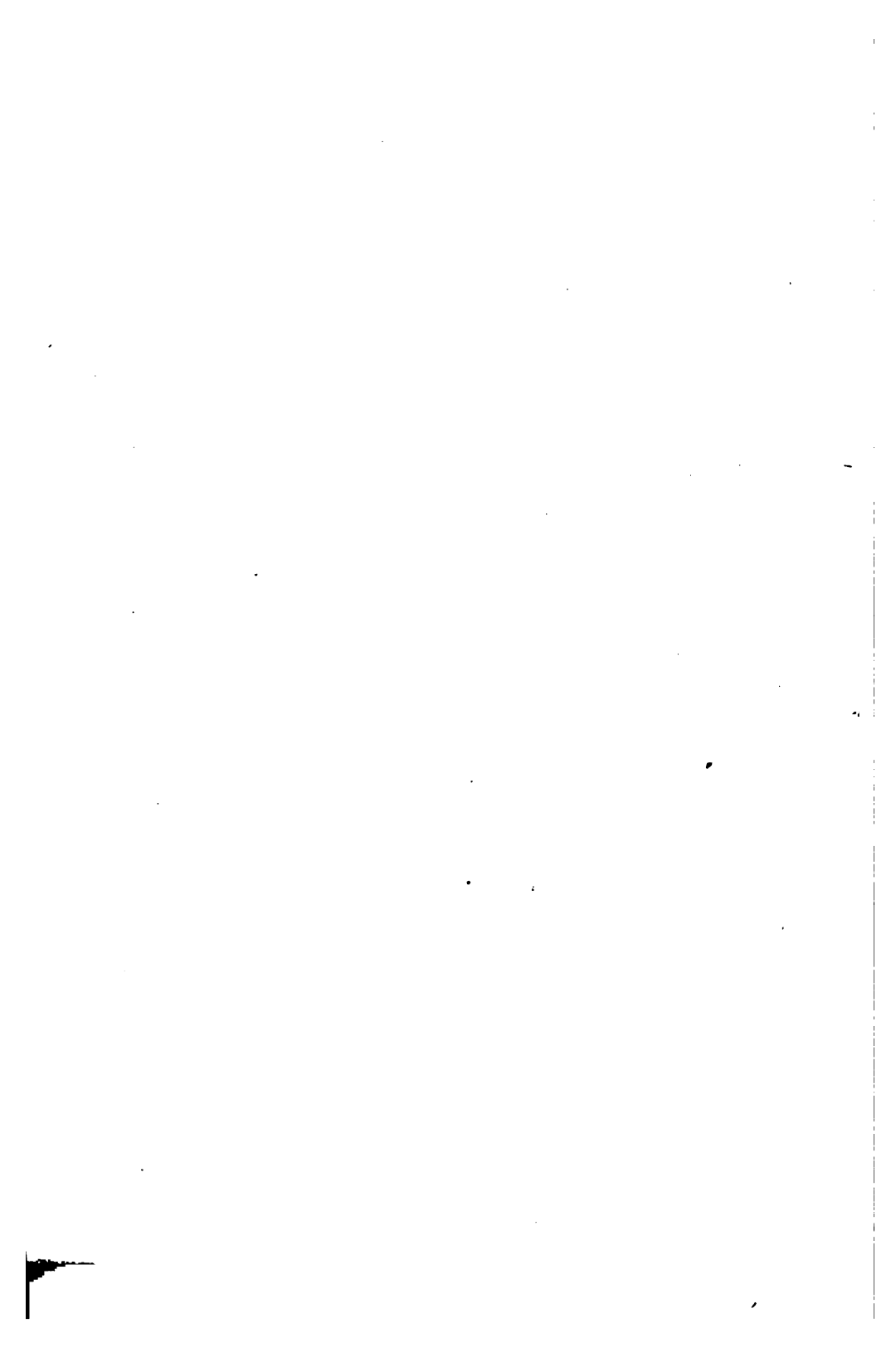
Potatoes, O. R., C. L.	4
Potatoes, O. R., L. C. L.	3

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.



PROCEEDINGS

OF THE

JOINT EXECUTIVE COMMITTEE,

AT ITS

MEETING IN NEW YORK,

JULY 26 and 27, 1882.

NEW YORK :
RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.
1882.

PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE, AT A
MEETING HELD AT THE OFFICE OF THE CHAIRMAN, NEW
YORK, JULY 26 AND 27, 1882.

The following companies were represented :

Baltimore & Ohio,	{ FRANK HARRIOTT, C. S. WIGHT.
Boston & Albany,	A. MILLS.
Boston, Hoosac Tunnel & West.,	J. WILDER.
Canada Southern,	{ W. P. TAYLOR, W. H. PERRY.
Cin., Ham. & Dayton,	{ C. C. WAITE, A. H. MCLEOD.
Chicago & Alton,	{ C. H. CHAPPELL, H. H. COURTWRIGHT.
Chicago & Grand Trunk,	{ S. R. CALLAWAY, G. B. REEVE.
Cleve., Col., Cin. & Ind.,	{ O. B. SKINNER, LUCIEN HILLS, EDGAR HILL.
Det., Grand Haven & Mil.,	THOS. TANDY.
Fitchburg,	{ J. WHITMORE, C. L. HARTWELL.
Grand Trunk,	{ L. J. SEARGEANT, JNO. PORTEOUS.
Grand Rapids & Ind.,	A. B. LEET.
Great Western,	G. B. SPRIGGS.
Ind. & St. Louis,	H. W. GAYS.
Lake Erie & Western,	W. S. WEED.
Lake Shore & Mich. South.,	{ JNO. NEWELL, G. H. VAILLANT, J. T. R. MCKAY.
Louisville & Nashville,	J. M. CULP.
Marietta & Cincinnati,	{ J. H. STEWART, R. M. FRASER.

Michigan Central,	{ H. B. LEDYARD, JNO. A. GRIER, A. W. STREET.
New York Cent. & Hud. Riv., . .	{ E. CLARK, JR., J. B. DUTCHER.
New York, Lake Erie & West., .	{ R. C. VILAS, E. FOLEY.
New York, Penn. & Ohio, . . .	{ J. M. FERRIS, G. G. COCHRAN.
New York & New England, . .	{ G. H. WILLIAMS, A. G. TUTTLE.
Ohio & Mississippi,	WM. DUNCAN.
Pennsylvania R.R.,	{ FRANK THOMSON, J. P. GREEN, J. MC C. CREIGHTON.
Pennsylvania Co., . . . }	{ J. N. McCULLOUGH, WM. STEWART, D. S. GRAY, F. H. KINGSBURY, C. L. COLE, FRANK JANES.
Pitts., Cin. & St. Louis, }	
Troy & Boston,	J. A. CRANDELL.
Vandalia Line,	H. W. HIBBARD.
Wabash, St. Louis & Pacific, , .	{ JNO. C. GAULT, A. C. BIRD.

The following companies, members of the Committee, were not represented: Chic., Burlington & Quincy; Cin., Ind., St. Louis & Chicago; Detroit, Lansing & Northern; Evansville & Terre Haute; Ind., Bloomington & West.; New York, New Haven & Hartford; Peoria, Decatur & Evansville; Phila., Wilmington & Baltimore.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

H. C. BLYE,

Genl. Agt.

FIRST DAY, WEDNESDAY, JULY 26, 1882.

ADDRESS OF THE CHAIRMAN.

At the conclusion of the roll call, the Chairman said :

GENTLEMEN : Circular No. 379 shows the object for which this meeting was called :

First.—To hear reports of the various committees that were appointed at the last meeting to arrange for a division of traffic from a number of points which heretofore have not been included in the agreements for the division of traffic.

Second.—The consideration of the measures to be adopted to insure the strict maintenance of tariffs from all points.

Third.—Agreements to be made in regard to tariffs and division of the through rates from all points where at present no agreement exists.

I do not think we will get very full reports upon the division of traffic. The principal object of this meeting will therefore be the consideration of the necessary measures to be adopted to insure the strict maintenance of tariffs. During the last few months we have arrived at very satisfactory results compared with former times. Ever since the Trunk Lines have been acting in harmony and as a unit, we have been able to prevent a great many of the irregularities that were experienced heretofore, but there are still others with which we have to contend, and to which I will refer, in order that measures may be adopted for their correction.

One of the difficulties is, that we have not a clear knowledge as to the parties that are allowed to make rates for the roads represented upon this Committee. I will mention one case in point, merely as an illustration : we found that the rates on Tobacco from Evansville were being cut some six cents per 100 lbs. When I tried to discover who was the responsible party, it was first stated that the agent of the White Line and the agent of the Erie and Pacific Despatch had made these contracts. Upon further inquiries, Mr. Grammer, the General Freight Agent of the E. & T. H. R'y,

put the responsibility upon the agents of the steamboat lines on the Ohio River. There was no denial that the rates were cut, but I could not find out who were the parties who cut the rates, and it is necessary that we should be able to fix the responsibility upon somebody, so that we can take the proper measures to prevent similar occurrences.

I never heard of any arrangement by which the Ohio steamboat agents had any authority to make rates for the railroad companies represented on this Committee, and certainly the line agents should have no authority to vary rates. There seems to be an impression that the line agents are still under the control of the initial roads, at whose request they could reduce the rates. Is it not the duty of the initial roads, that become parties to an agreement establishing tariffs, to strictly maintain the same, and not vary from them in a single instance? How can they authorize line agents to do the very thing which they themselves have agreed not to do, and have no authority to do under the rules of the Committee?

The line agents are employed and paid by the whole line, by the Trunk Lines as well as by their connections. Are these agents to be allowed to reduce rates when the presidents of the Trunk Lines and the general managers of the roads represented on this Committee agree that rates shall be maintained? Have the line agents more power than the presidents and general managers? There certainly must be some misunderstanding upon this point. What are the duties of the line agents, and what are the duties of the general freight agents of roads on which the freight originates? The Committee ought to define clearly these duties and responsibilities, so that whenever anything wrong is done, we will be able to lay our hands upon the party who does it, and prevent the shifting of the responsibility from one to another, as in the case I have mentioned.

Another difficulty we have to contend with is, that whenever any of the initial roads take it upon themselves to make rates for the whole line, and to have freight billed at less than the established tariff, there is a want of supervision

by the connecting roads in discovering this fact and in correcting the billing. The initial roads have been in the habit of doing about as they pleased in making rates and division of rates, and I can very readily understand why this habit has been in vogue heretofore, when connecting roads had necessarily to accept freight at any rate that was given to them. But now, this is different, and there ought to be a closer supervision exercised by agents at junction points, in examining and correcting way-bills.

During the past two or three months, although upon the whole the tariff has been well maintained, we have found that some freight has been billed at reduced rates, and has been allowed to pass along without any examination by the connecting roads, and has reached its destination without correcting the way-bills. We do not always get the way-bills in this office in time to stop the freight, and there ought to be greater attention paid by the agents of connecting roads in checking the rates. I have no doubt that hundreds of thousands of dollars are lost to some roads by neglecting to check the way-bills. It should be made impossible for any of the initial roads to bill freight at less than agreed rates without its being discovered. That is the second point upon which the Committee should take some definite action in order to secure the strict maintenance of rates.

Then there is another difficulty we have to contend with. Some of the roads on which freight originates are not represented on the Joint Executive Committee. These roads have prorating arrangements with the roads represented upon this Committee, and some of them take it upon themselves for their own selfish purpose to reduce the rates established by the Committee, and thus become a great disturbing element. Means ought to be adopted to control these roads. They are giving us a great deal of trouble. It is the more necessary to see that they maintain the rates in connection with the roads represented on this Committee, because we are under agreement with other roads, such as the Chesapeake & Ohio Railroad, the Virginia Air Line, etc., to maintain rates. These roads with which we have agreements are not bound to maintain rates when we cannot enforce the maintenance of rates

upon roads connecting with the roads represented upon this Committee. As a matter of good faith as well as of self protection, there ought to be a full understanding with all roads not members of the Committee, that if they reduce the rates, either out of their own proportion, or with the intention of making connecting roads stand part of the reduction, they will be cut off from all connection and intercourse with the roads represented upon this Committee.

There is another difficulty that we have to contend with, viz. : there is no proper understanding as to the rates or as to the division of rates from a great many points, and it will be one of the duties of this meeting to determine these rates and divisions.

There is no understanding in regard to the through rates and the division of the through rates from Beardstown, Ashland, Peoria, Alton, Alton Junction, and other Mississippi River Points upon business that comes from beyond the Mississippi River.

There is a misunderstanding in reference to rates on Grain that comes from Kentucky *via* Evansville. A resolution was passed by the Committee in December, 1879, to the effect that traffic coming from Kentucky *via* Evansville should be charged three cents less per hundred pounds than from Evansville proper. Under that resolution it seems that the Evansville road took a great deal of Grain from Illinois for three cents less than it should have charged, which action demoralized the rates throughout that locality.

I think the general rule ought to be adopted by this Committee, that, from any point where there is an established through rate, all business that comes to that point locally, should pay the full rate from that point.

This principle should also be applied to all freight that comes from points West of the Mississippi and South of the Ohio Rivers.

In trying to check rates, we have found that very little is known what rates the roads East of the Mississippi River should get on business that comes from the West, owing to the very loose manner in which this business has heretofore been conducted. For example, the roads in Texas can report

to you any proportion of rate they choose East of the Mississippi River. I have not yet found anybody who knows anything about the rates from prorating points in Texas. You accept anything that is offered to you. There ought to be a better understanding with the roads West of the Mississippi River in regard to the points from which you are to accept a prorate, and the full East St. Louis tariff should be charged in all cases where no definite prorating agreement has been made.

At present, there is no agreement in regard to what rates should be charged *via* Montreal on export business in competition with export business *via* other cities; and upon that point I think there ought to be some understanding.

Another case is brought up by Mr. Ledyard, who says that the roads from Chicago on freight received from the Rock Island road, pay back to the Rock Island road a certain proportion for carrying the business from Joliet to Chicago, although it is delivered to the Chicago roads at Chicago, and should take Chicago rate from there. The Chicago roads claim that, the rate from Joliet *via* the Michigan Central R.R. being the same as from Chicago, they have to put themselves upon an even footing with the Michigan Central in that respect. They argue that if the freight that comes to them at Chicago came to them at Joliet, it would take the Chicago rate, the same as is now the case with freight from Joliet *via* the Michigan Central. This is a subject for the Chicago committee to take up and settle, as it will lead to a demoralization of the rates if it is not settled.

The question of employing commission agents will also have to be decided. Some time ago it was agreed that no more commission agents should be employed, which agreement has been violated. That agreement ought to be renewed and enforced. The question ought also to be decided whether it is necessary to have any agents at all in Texas, as there seems to be no necessity that the Eastern roads should have agents there.

A paper has just been handed to me, which reads as follows :

"Rates are being made on Grain to Cleveland from East St. Louis so low that after adding the full tariff, Cleveland to the seaboard, the through rate, East St. Louis to New York, is cut from 3 to 5 cents per 100 lbs."

Of course this practice must be stopped, and the necessary measures adopted for that purpose.

I have now mentioned the subjects which will have to be considered by your Committee and the difficulties for which you will have to adopt remedies.

I think you have all come to the conclusion that the best interests of the railroad companies require that the established tariff rates shall be strictly adhered to, and that no one road can vary from them without its leading to general demoralization. It is therefore important that means should be adopted to compel the strict adherence of each road to the agreements, and that no freight should be allowed to pass over any one road, except at the full proportion of the agreed tariff rates, and that when freight is not billed in accordance with agreed tariff it should be held at the expense of the road which violates the agreement, until the way-bills are corrected.

We are now in a better position to control the rates than we ever before have been. The copies of way-bills come to this office, and no drawbacks or rebate vouchers are paid by the Trunk Lines until they are approved here. But, of course, it is impossible to control the rates through this office alone, and we must have the co-operation of the individual roads in examining and checking the way-bills before they receive freight from connecting roads.

You are aware that some time ago the Trunk Lines issued a circular, stating that they would not be parties to any switching or drayage charges or other terminal expenses at Western points. Several complaints were made that this was unjust, and I bring up the subject now, so that if there are any complaints to be made they can be brought before this meeting by the parties interested.

If there are any other subjects besides those I have mentioned, which should be considered at this meeting, the gentlemen interested will please bring them up.

The meeting is now ready for business.

After a general discussion upon the subjects mentioned in the address, the Chairman stated that the questions referred to had been the subject of consideration before the Trunk Line Executive Committee, at its meeting held on July 20, and that they had adopted certain resolutions which he had been requested to submit to the Joint Executive Committee, to be considered and adopted by them, if they approved the same. These resolutions were as follows :

146.—MEASURES FOR THE STRICT MAINTENANCE OF RATES.

First.—That positive instructions be given to agents of all junction points with connecting roads, to closely examine the way-billing—full information to be furnished to these agents regarding all competitive tariff rates—and that, if the present agents are not able to attend to this, an additional force to be employed for that purpose.

Second.—That directions be issued to all line agents that they are not permitted to aid, directly or indirectly, in securing freight at reduced rates in violation of tariffs and divisions established by the Joint Executive Committee, and that they are not permitted to vary from said tariffs by direction of the General Freight Agent, or any other officer of any road in the line.

Third.—That all initial roads, whether members of this Committee or not, with which prorating arrangements exist upon rates established by this Committee or which are authorized to issue through bills of lading, be notified that any delay or damage caused by detention of freight or correction of way-bills, or by any obligations assumed by them with connecting carriers or with shippers, not in accordance with the tariffs established by this Committee, will be at the risk and expense of the said initial billing roads or carriers.

Fourth.—That in all cases where companies, not members of the Joint Executive Committee, are not maintaining rates established by said Committee, that the roads represented upon this Committee will cease prorating arrangements and the interchange of business and through cars, until satisfactory guarantee is given that the established tariff rates will be strictly maintained.

On motion of Mr. Gault, the following resolution was added :

Fifth.—That all initial roads shall hereafter be held responsible for the faithful maintenance of established rates by the agents of the various fast freight lines, who are doing business over said roads.

The foregoing resolutions were unanimously adopted.

147.—AGREEMENT NOT TO PAY COMMISSIONS.

The following resolutions were unanimously adopted :

Resolved, That on and after August 15, 1882, no commission agents shall be employed by any member of the Joint Executive Committee, for the purpose of securing shipments, and the members of the Joint Executive Committee hereby obligate themselves not to pay any commission or part of any commission to any soliciting agents employed by connecting roads, not members of the Committee; that in all cases where commissions are paid, it shall be considered a deviation from tariff rates, and shall be dealt with as provided in such cases; and that this resolution shall apply to both East and Westbound traffic.

Resolved, That the Commissioner be requested to confer with the Chesapeake & Ohio, Memphis & Charleston and other lines, for the purpose of securing their co-operation.

148.—ASSIGNMENT OF SUBJECTS TO COMMITTEES.

The Chairman then assigned the following subjects to the respective committees to consider and report at the meeting to-morrow :

Chicago Committee :

Rates to Montreal.

Rebate on Grain received from C., R. I. & P. R.R. at Chicago and Peoria.

Terminal expenses at Chicago.

Cincinnati Committee :

Rates on Live Stock from Covington, Ky.

Terminal expenses at Cincinnati.

St. Louis Committee :

Rates from Texas.

Rates from points beyond the Mississippi River.

Peoria Committee :

Terminal expenses at Peoria.

Rates from Peoria on business from west of the Mississippi River.

Canadian Classification Committee :

The question of adoption of the "Official Eastbound Classification" on business from Western Canadian points to the seaboard was referred to the three Canadian roads.

Committee on Rates from Points South of the Ohio River :

The subject of rates from points beyond the Ohio River was referred to the following committee: Messrs. Fraser (Chairman), McLeod, Skinner, Cochran, Stewart, Geiger, Grammer, Parker, Bird.

149.—RATES WEST FROM BUFFALO.

Mr. Newell stated that a meeting of the Buffalo roads had been held, and a schedule of Westbound rates from Buffalo agreed upon; but that the Grand Trunk Railway was not represented at the meeting, and it would require their co-operation, which he hoped to receive.

On motion, the meeting adjourned to Thursday, July 27, at 10 o'clock a. m.

SECOND DAY, THURSDAY, JULY 27, 1882.

The Committee reassembled, pursuant to adjournment, at 3 p. m.

150.—REPORT OF THE CHICAGO COMMITTEE.

The Chicago Committee submitted the following report:

The Chicago Committee would report as to the rates to be quoted from Chicago to Montreal on local and export traffic, that Mr. Seargeant agrees for the Chicago & Grand Trunk and Grand Trunk Companies to adopt the Philadelphia rate; but if they cannot live by so doing, he claims the right to fall back on the Baltimore rate, and if that necessity should arise, he will advise the Commissioner accordingly.

Your Committee believe that the question of rates to Montreal is one that should be adjusted by the Joint Executive Committee, as it involves the interests of the Trunk Lines as well as all their Western connections.

We consider that the Chicago & Grand Trunk and Grand Trunk Companies should agree to charge a fixed inland rate to Montreal on all traffic, both local and export, the same as is agreed to through all other ports, and would recommend that the matter be referred to the Commissioner and the Trunk Line Committee for adjustment.

The committee also reported as follows, regarding terminal expenses at Chicago:

Resolved, That on and after August 1, 1882, the railroads represented at this meeting, namely:

Lake Shore & Michigan Southern,
Michigan Central,
Pittsburg, Ft. Wayne & Chicago,

Pittsburg, Cin. & St. Louis,
Baltimore & Ohio,
Chicago & Grand Trunk,

agree for themselves and their fast freight lines, not to bear any of the expense for equalizing drayages or deliveries on Westbound traffic at Chicago; and if goods are not called for within twenty-four (24) hours after delivery of notice to consignee, to send same to public warehouse for storage.

Resolved, That in view of the action taken by the Chicago roads this day, abrogating the equalizing of drayages at Chicago, be it resolved, that Commissioner Fink be requested to see that the Westbound tonnage be so divided by the Trunk Lines as to give each Chicago road its proper proportion of each class, or its equivalent.

Resolved, That all roads represented at this meeting agree that, commencing August 1, 1882, they will charge and collect one dollar (\$1) per car, over and above the rate charged, on all car load freight (except Live Stock) delivered at Union Stock Yards, Chicago, when consigned direct to parties at the yards; these charges in all cases to be added to the through rate, regardless of original point of shipment, and allowed to the terminal road, in addition to its proportion of such rate, and shown separately on way-bill as a delivering expense, and that all connections, including Trunk Lines, must see that this expense is provided for in all contracts and bills of lading, and that on all property consigned to Chicago, and reconsigned to the Stock Yards, a charge of three dollars (\$3) per car will be collected.

The report of the committee was accepted.

151.—REPORT OF ST. LOUIS COMMITTEE.

The St. Louis Committee made the following report, which was accepted :

The tariff and division of rates from Beardstown, Ashland, etc., having been referred to this Committee, were considered, and on motion of Mr. Duncan the following resolution was unanimously carried, viz. :

Resolved, That the East St. Louis rates shall be charged from the following junction points to the seaboard, on all business originating at Missouri River points, or on all business coming from points west of the Missouri River—California excepted—viz. : Alton Junction, Springfield, Chapin, Ashland and Beardstown.

Further, Resolved, That on all business originating at local points on the C., B. & Q., C. and A. or Wabash Railways, east of the Missouri River, rates shall be made to the seaboard from the east side of the Mississippi River, the same as from East St. Louis. It is understood that this agreement applies on Eastbound business only, and is to continue in force so long as the present adjustment of rates by the South Western Railway Association remains in force.

On motion of Mr. Bird, the following resolution was carried, viz :

Resolved, That East St. Louis rates shall continue in force from Alton and Alton Junction, East Louisiana, East Hannibal, Quincy, East Keokuk, and East Burlington, as heretofore provided by the Joint Executive Committee.

On motion of Mr. Bird, the following resolution was carried, viz :

Resolved, That rates on Cotton from Texas and Arkansas be charged as follows, viz. : from East Hannibal same as East St. Louis ; and from Cairo two (2) cents

higher; that these rates be forced on said business, except such as originates at competitive points where rates are prorated, but the rates and divisions on such competitive business must be first approved by the Commissioner, otherwise the rates established from points east of the Mississippi River will be charged.

152.—REPORT OF CINCINNATI COMMITTEE.

The Cincinnati Committee reported as follows :

Resolved, That the initial roads at Cincinnati are authorized to pay the actual cost of equalizing rates as per circular letters, dated Cincinnati, June 21 and 27, it being understood that neither one of the Eastern lines are to equalize the cost of delivery of freight to their depots (except as provided for in said letters) where the property can be taken by some one of the Eastern roads without any cost whatever.

The cost of switching, trackage, etc., to be agreed upon between the several roads and copy of said charges to be furnished each initial Cincinnati road and also to the Commissioner.

Objection being raised that the above resolution was not in accordance with the action of the Trunk Line Executive Committee, on June 1, 1882 (see Joint Executive Circular, No. 360), the report was referred back to the committee, who subsequently made the following report :

The Cincinnati Committee having had a conference with the Trunk Line representatives in regard to switching charges at Cincinnati, and not being able to arrive at a solution of the matter satisfactory to all parties, beg leave to refer the matter to the Joint Executive Committee for further consideration.

153.—REPORT OF COMMITTEE ON RATES FROM POINTS BEYOND THE OHIO RIVER.

The Committee on Rates from points beyond the Ohio River made the following report :

Resolved, That the question of rates on Cotton be referred to the regular Cotton Committee, and that Mr. A. H. McLeod's name be added to the present Cotton Committee.

The report was accepted, and it was agreed that while the Cotton Committee had the subject under consideration, the tariff of May 2 should be used.

The Commissioner stated that he had been requested by Mr. Gault to appoint Mr. Bird upon the Cotton Committee in place of Mr. Pennington, of which he would now give notice.

It having been suggested that certain outside lines should be represented on the Cotton Committee, the Chairman called attention to the fact that under the rules of the Joint Executive, negotiations with outside lines should be made through this office.

The committee also made the following report, which was accepted :

Resolved, That the question of through rates and divisions of same from territory in Southern Indiana and Illinois not now covered by Joint Executive Committee rates and regulations, be referred to a committee consisting of Messrs. Culp (Chairman), Bird, Grammer, Geiger, Duncan, Cochran, Hibbard, Kingsbury, and Gays, to meet at call of the Chairman.

Resolved, That the Commissioner be requested to change the resolution adopted in Chicago, December 19, 1879, and published in the proceedings for that year, page 82, regarding rates on Kentucky Tobacco, and substitute the word "tobacco" for "traffic," it having been the intention that the resolution should only apply to Tobacco shipments.

154. —REPORT OF THE PEORIA COMMITTEE.

The Peoria Committee presented the following report :

The Peoria and Pekin Railway Company own the side tracks and depots in Peoria, charging a fixed rate per car and per one hundred pounds on all Peoria business, besides requiring large annual payments.

The Committee believes a terminal charge of one cent per one hundred pounds on all freight should be allowed the initial roads, which amount certainly represents no more than actual cost.

[The report of the committee, as far as it relates to terminal charges at Peoria, not being in accordance with the action taken by the Trunk Line Executive Committee (see Circular No. 360), it was not adopted; and since the Chicago Committee have concluded to add charges for similar service to the Chicago rate, the Peoria Committee was recommended to do the same.]

Regarding the rates on grain from Peoria to the seaboard, to apply on shipments originating west of the Mississippi River, the Committee beg leave for further time to consult representatives of other roads, but think that in the meantime the present rules of the Joint Executive Committee should govern.

155.—ADVANCE IN GROSS RATE ON CATTLE.

The Chairman stated that in order to secure the ready compliance of shippers with the directions of the Joint Agent, as to the route by which shipments of Live Stock should be forwarded, the Trunk Line Executive Committee had recommended that there should be a greater difference than at present between the gross and net rate on Cattle.

The following resolution was adopted :

Resolved, That commencing Monday, August 7, 1882, the gross rate upon Cattle will be *increased* to 60 cents per 100 lbs., on the basis of Chicago to New York; the net rate remaining the same as heretofore.

The gross and net rates on Sheep remain as at present.

The difference between the net and gross rates on Cattle from Chicago to Parkersburg, Wheeling, Toronto, Salamanca, Buffalo and Pittsburg, to be *ten cents*, and to Albany, *fifteen cents*; the net rate to these points remaining as heretofore.

156.—DIVISIONS OF RAIL AND WATER RATES.

Mr. A. H. McLeod offered the following resolution :

Resolved, That the percentages arranged with the Memphis Packet Company and the Southern Transportation Company, by the Cleve., Col., Cin. & Ind., and Cincinnati, Hamilton & Dayton Railroad Companies be continued, and that they apply to all traffic from river except Cotton, and that the same percentages be adopted by all other lines from Cincinnati.

On motion, the above resolution was referred to the Cotton Committee.

157.—SHIPMENTS ON THROUGH BILLS OF LADING NOT TO BE CONSIGNED TO CARE OF PARTIES AT INTERMEDIATE POINTS.

It having been charged that Lumber shipments from Evansville to the seaboard were stopped at Indianapolis for inspection, etc., the following resolution was adopted :

Resolved, That, commencing August 15, 1882, no through bills of lading shall be issued or through rates contracted on property consigned to the care of any party at intermediate points short of final destination, and that all lines shall refuse to prorate on property on through way-bills that is consigned to the care of any party at intermediate points.

158.—REPORT OF CLASSIFICATION COMMITTEE.

The Chairman stated that the vote upon the adoption of the report of the Classification Committee (as per Circular No. 373) was coming in very slowly, and requested that action regarding the report be taken at this meeting.

On motion, the report of the Classification Committee was adopted; and the additions to, changes in, and erasures from classification, etc., therein recommended, will take effect on Monday, August 7, 1882.

159.—RATES ON COVINGTON LIVE STOCK.

Mr. Stewart, of the Pennsylvania Co., said that they would have to continue to make the same rates on Live Stock from Covington as from Cincinnati, and in that case it was considered that the other roads not reaching the Covington stock yards would have the right to make the same rates from Covington as from Cincinnati, and pay the expense of transfer or driving. The proposition was made that the Pennsylvania Company should deliver Live Stock from the Covington yards to the other roads at Springfield, Dayton and Loveland, but no conclusions were reached.

160.—APPOINTMENT OF MR. N. GUILFORD AS ASSISTANT TO THE COMMISSIONER.

The Commissioner reported that the work in his office had, of late, so rapidly accumulated, that it was impossible for him to give it that attention it required, without additional assistance, and that he had selected Mr. Nathan Guilford as Assistant to the Commissioner, subject to the approval of the Committee.

Upon motion, the appointment was unanimously approved.

The meeting then adjourned.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

PROCEEDINGS
OF THE
JOINT EXECUTIVE COMMITTEE,

(PASSENGER DEPARTMENT,)

AT
MEETING IN NEW YORK,

JULY 28 and 29, 1882.



NEW YORK :
RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.
1882.



PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER DEPARTMENT), AT A MEETING HELD AT THE OFFICE OF THE CHAIRMAN, 346 BROADWAY, NEW YORK, JULY 28 AND 29, 1882.

The following roads were represented :

Michigan Central,	H. B. LEDYARD.
Great Western,	WILLIAM EDGAR.
New York, Penna. & Ohio, . . .	{ J. M. FERRIS, A. E. CLARK.
Grand Rapids & Indiana,	{ J. N. McCULLOUGH, A. B. LEET.
Cleve., Col., Cin. & Ind'p'l's, . . .	{ O. B. SKINNER, A. J. SMITH.
Indianapolis & St. Louis,	{
Dayton & Union,	{ J. N. McCULLOUGH, E. A. FORD, J. M. CHESBROUGH, C. W. ADAMS.
Pennsylvania Co.,	{ JOHN NEWELL, W. P. JOHNSON.
Lake Shore & Mich. So.,	T. TANDY.
Detroit, Grand Haven & Mil., . .	W. H. HURLBURT.
Canada Southern,	G. W. SMITH.
Lake Erie & Western,	T. P. BARRY.
Marietta & Cincinnati,	A. C. KENDALL.
New York & New England, . . .	{ JOHN C. GAULT, H. C. TOWNSEND.
Wabash, St. Louis & Pacific, . .	JOHN WHITMORE.
Fitchburg,	C. K. LORD.
Baltimore & Ohio,	JNO. N. ABBOTT.
N. Y., Lake Erie & Western, . . .	{ FRANK THOMSON, J. R. WOOD.
Pennsylvania,	E. J. RICHARDS.
N. Y. C. & Hudson River, . . .	

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

FIRST DAY, FRIDAY, JULY 28, 1882.

The meeting being called to order, the Chairman said :

GENTLEMEN : The object of this meeting is, in the first place, to perfect the agreement between the Western roads for division of passenger traffic, and in the second, to agree upon differential fares. The subject of differential fares has occupied the attention of the Trunk Line Committee and the Western Committee for some time, and there seem to be great difficulties in the way of final conclusions. Under the contract, commissions are to cease, and the differential fares are to take the place of the commissions. In Circular 367 all that has been done in determining the differential fares has been communicated to you, and it is the object of this meeting to perfect the arrangement, to adopt plans by which differential fares can be put into effect.

The Trunk Line agreement for division of passenger traffic has been in operation for five months, with excellent results so far, but its benefit cannot be experienced in the full degree in which it should be until the differential fares are put in force, and commissions abolished. There is some indication at present that, if these questions are not settled promptly, there will be a general breaking down of the passenger tariffs. It is for this meeting to put a check upon that tendency, and prevent demoralization.

If you can do nothing here to perfect your agreements, both as to the division of traffic and as to the differential fares, or in case you fail to abolish commissions, to adopt some plan by which commissions cannot be used for the purpose of reducing the tariffs, I very much fear that you will be deprived of receiving reasonable compensation from your passenger business.

Since the trunk line agreement has been in effect, although not perfect as yet, the passenger earnings, not only of the trunk lines, but of all the roads in the West, have shown a very gratifying and satisfactory increase from month to month. I notice by the trunk line reports received since the the month of February, that there has been an increase of two hundred thousand dollars, from one month to the

other, and it would be a very great pity if we were obliged to go back to the experience of last year. The management of this passenger business is in your hands, and if you break down again you ought to be held responsible for it.

I hope your wisdom will provide some means to prevent such results.

To go back to the past history of our operations, a contract was signed by the following roads :

The Cleveland, Columbus, Cin. and Ind'polis Ry.

The Indianapolis & St. Louis R.R.

The Dayton & Union Ry.

The Lake Erie & Western Ry.

The Michigan Central R.R.

The Lake Shore & Michigan Central Ry.

The Pennsylvania Company.

The Pittsburg, Cincinnati & St. Louis Ry.

The Terre Haute & Indianapolis R.R.

The Great Western Ry.

The New York, Penna. & Ohio R.R.

The Canada Southern Ry.

The Baltimore & Ohio R.R.

The Wabash, St. Louis & Pacific Ry.

It was the understanding at the last meeting that these roads would undertake to carry out this contract, whether other roads became parties to it or not. It is upon this theory that we have proceeded. We have obtained statements of the earnings of all roads that signed this contract, except the W., St. L. & P., and we were to be ready at this meeting to agree upon percentages, but we will be unable to do so until the Wabash, St. Louis & Pacific have reported their earnings.

Mr. GAULT.—Mr. Chairman, I would like to ask you if I did not send you a statement?

The CHAIRMAN.—There was one sent, but it was to be revised. You had not come to a final decision as to the roads of your system that should come in.

Mr. GAULT.—I remember sending the statement, and I remember saying to you, that there was a difficulty as to our

line to Detroit, which we proposed to put in. This is a new line just open, and we had no previous record of its earnings. I got the earnings as near as I could, and it was thought we would come in with our lines at St. Louis and Detroit on earnings about so much per mile.

The CHAIRMAN.—At the last meeting, it was agreed to submit new and corrected statements; it was understood that the former statements were not to be final, and were only approximately correct. There was great necessity for getting an absolutely correct statement, certified to by the auditors. We have now all except yours. We understand that there is some difficulty about the number of roads you should report, but that was to be the subject for future consideration.

Mr. GAULT.—I was not present at the last meeting, but I understood that there were to be new statements made. The truth is, our auditor could not possibly give you the exact earnings. We take in roads from time to time. The business passes over part of our main line, and we do not keep the accounts in such a way that they can be eliminated and enable us to give you the exact earnings, but we will do the best we can. Mr. Townsend and I were both away, and I supposed our auditor would furnish Mr. Townsend with the figures.

The CHAIRMAN.—This meeting was called for the purpose of arranging percentages to be allotted to each of the roads which have signed the contract, but as the statements of the Wabash Railroad are not in, nothing further can be done in regard to that matter, and I suggest that the statements of the Wabash be made as soon as possible; and when they are received, I will call another meeting for the purpose of finally arranging percentages.

Mr. GAULT said that the statements would be furnished at the earliest possible date.

The CHAIRMAN said: We can now proceed with the consideration of the differential fares. This question is one that not only interests the roads that have agreed to enter into the contract for the division of passenger earnings, but all the roads upon the Joint Executive Committee, whether they are parties to the contract or not, and it should be dealt with accordingly.

It is acknowledged that it is impossible to maintain passenger fares as long as commissions are being paid, and these commissions are being used by commission agents to reduce the fares. The principle upon which the differential fares are to be established is, that the benefits of the lower rates that it may be necessary to make in order to procure business for the passenger lines laboring under disadvantages, should accrue to the passenger, and not to middle men and commission agents. This is undoubtedly the correct principle, and it should have the support of every road represented upon the Joint Executive Committee.

The question involved is an important one. The earnings of the roads that have signed the agreement amount to about \$24,000,000 per annum; the earnings of the four Trunk Lines amount to about the same—together, \$48,000,000. A large portion of this \$48,000,000 of earnings is paid out to middle men, and the public receives no benefit—neither do the railroads. This loss of revenue is only rendered possible by the want of co-operation between the railroads—some of their managers still believing that they can make larger earnings by cutting fares, and that they can reduce their fares below tariff without being found out and followed—a delusion which it is strange that sensible people should labor under when all the experience of the past shows the contrary to be true.

The action of a single road, whose passenger earnings may not amount to \$200,000 or \$300,000 per year, can bring about a demoralization of the tariffs of the railroads of the whole country. Hence the necessity that the roads having important interests should at least co-operate and make an effort to control their property intelligently and in a business like manner, and protect themselves against such action.

After a general discussion upon the subjects mentioned in the Chairman's address, Mr. Newell offered the following resolution :

I.—APPOINTMENT OF COMMITTEE TO DETERMINE PERCENTAGES.

Resolved, That the General Passenger and Ticket Agents of the roads which have signed the Western lines contract for division of passenger earnings, shall act as a committee, in conjunction with the Commissioner, and arrive at percentages, upon which the earnings of the different roads, under the agreement, shall

be divided. Said committee shall also use their endeavors to induce other roads to become parties to the contract.

II.—STATEMENTS OF EARNINGS.

The Chairman requested monthly statements of passenger earnings from May 1, 1882, and will issue circular calling for same.

III.—WHEN CONTRACT IS TO TAKE EFFECT.

After discussion, it was

Resolved, That the contract between the Western lines for division of passenger earnings shall take effect from May 1, 1882; the question of commissions and differential fares to be left open for settlement hereafter; said date to be changed by agreement if considered expedient.

IV.—DIFFERENTIAL FARES.

Joint Executive Circular No. 367, prepared for consideration of the roads interested, was taken up and discussed. The general opinion was expressed that it was impossible to make differential fares separately for trains, and to simplify the matter, that it would be better to make differential fares by routes, averaging the advantages and disadvantages of different trains by said routes.

Adjourned to Saturday, July 29, 1882.

SECOND DAY, SATURDAY, JULY 29, 1882.

IV.—DIFFERENTIAL FARES (CONTINUED).

After discussion, it was

Resolved, That the General Passenger Agents present in a general way such differential fares as they would be justified in asking, and which would secure their roads an equitable share of the competitive business.

Acting upon the general conclusions which were arrived at, at the meeting of yesterday, it was proposed that the exact fares by the different routes should be established, from each city.

Accordingly, the following first class fares were agreed upon from Cincinnati, St. Louis and Chicago:

CINCINNATI TO NEW YORK.

N. Y., P. & O.....	First Class....	\$16.00	Second Class....	\$15.00	
M. & C.....	" "	17.00	" "	15.00	✓ 8.50
C., C., C. & I.....	" "	17.00	" "	15.50	
P., C. & St. L.....	" "	18.00	" "	16.00	

CHICAGO TO NEW YORK.

N. Y., L. E. & W. and Connections...	First Class..	\$18.00	Second Class..	\$16.00	
N. Y. C. & H. R. "	" "	20.00	" "	17.00	
Balt. & Ohio.....	" "	18.00	" "	16.00	
Penna. Co.....	" "	20.00	" "	17.00	

ST. LOUIS TO NEW YORK.

Wabash and Connections....	First Class....	\$22.25	Second Class....	\$19.25	
I. & St. L. "	" "	22.25	" "	19.25	
O. & M. and B. & O.....	" "	22.25	" "	19.25	
O. & M. and N. Y., P. & O..	" "	21.25	" "	18.75	
Vandalia.....	" "	21.25	" "	20.25	
C. & A. and L. E. & W.....	" "	21.25	" "	18.75	

Regarding second class fares, it was maintained by several of the members present, that they should be alike by all routes, as it is claimed that there is no difference in the accommodations furnished by the different roads; this view was opposed by others.

The second class fares shown in the above table were proposed and discussed without final agreement or acceptance. The same are to be the subject of further consideration, and if they cannot be agreed upon, are to be referred to arbitration.

It was

Resolved, That differential fares established Eastward from Cincinnati, St. Louis and Chicago, shall apply in compiling fares from points beyond.

V.—COMMISSIONS.

The necessity of equalizing commissions *via* Chicago and St. Louis from Texas and Missouri River points, was discussed, and it was decided that it would be proper, if any commissions were paid to Chicago, that the corresponding portion of that commission from Mississippi River points to Chicago, should be paid by the St. Louis roads, so as to practically abolish the payment of commissions east of Chi-

cago, and east of a north and south line drawn through Chicago ; the roads west of said line and east of St. Louis to pay their proportion of the commission east of the Mississippi River.

It was also agreed that the railroads represented on the Joint Executive Committee would make efforts to induce the roads west of Chicago, to confine the payment of commissions to points west of the Mississippi River, and, if possible, to abolish them altogether, or at least to reduce them to a minimum.

**VI.—AGREEMENT TO PREVENT REDUCTION OF EASTBOUND FARES
FROM ST. LOUIS.**

The representatives of the St. Louis lines drew up an agreement to maintain established passenger fares from St. Louis, and not to allow commissions to have the effect to reduce fares ; certain penalties for violations of the agreement by connecting roads were decided upon. The agreement to take effect from time signatures of St. Louis roads are obtained, and notice given by the Chairman. The Agreement was signed by Messrs. Townsend, Smith and Cheshbrough, and mailed to Mr. W. B. Shattuc, G. P. A., for same purpose, from whom the following reply was received :

“CINCINNATI, JULY 31, 1882.

“I have to return the agreement as written, without my signature. If Cincinnati is included in its provisions for Westbound business, I will sign it cheerfully. All the gentlemen to the St. Louis agreement represent lines doing business to and from Cincinnati and St. Louis. I will go further than these gentlemen have, and agree to maintain rates both from Cincinnati to the Southwest and Northwest, as well as from St. Louis to all Eastern points; agreement to go into effect soon as I receive notice from you that the other gentlemen have agreed to it. Three fourths of all lines in interest to decide whether there has been an infraction of the agreement or not. I return old contract, with new one made, in accordance with my views, by mail to-night.

“(Signed,) W. B. SHATTUC.”

Answered as follows :

“NEW YORK, AUGUST 1, 1882.

“Mr. W. B. SHATTUC,

“Cincinnati, Ohio :

“I regret that you were not present on Saturday to arrange for the maintenance of rates from Chicago, St. Louis and Cincinnati. I do not think it possible

to arrange a matter of this sort by telegraphic correspondence. I suggest that you hold a meeting of the lines from the different cities and arrange matters among yourselves. There should certainly be sufficient wisdom among the passenger agents not to enter into another war of rates at this time. Please inform me what lines you think should be represented at such a meeting, and I will suggest it to the General Managers of the roads.

"(Signed,) ALBERT FINK."

VII.—AGREEMENT TO PREVENT REDUCTION OF EASTBOUND FARES FROM CHICAGO.

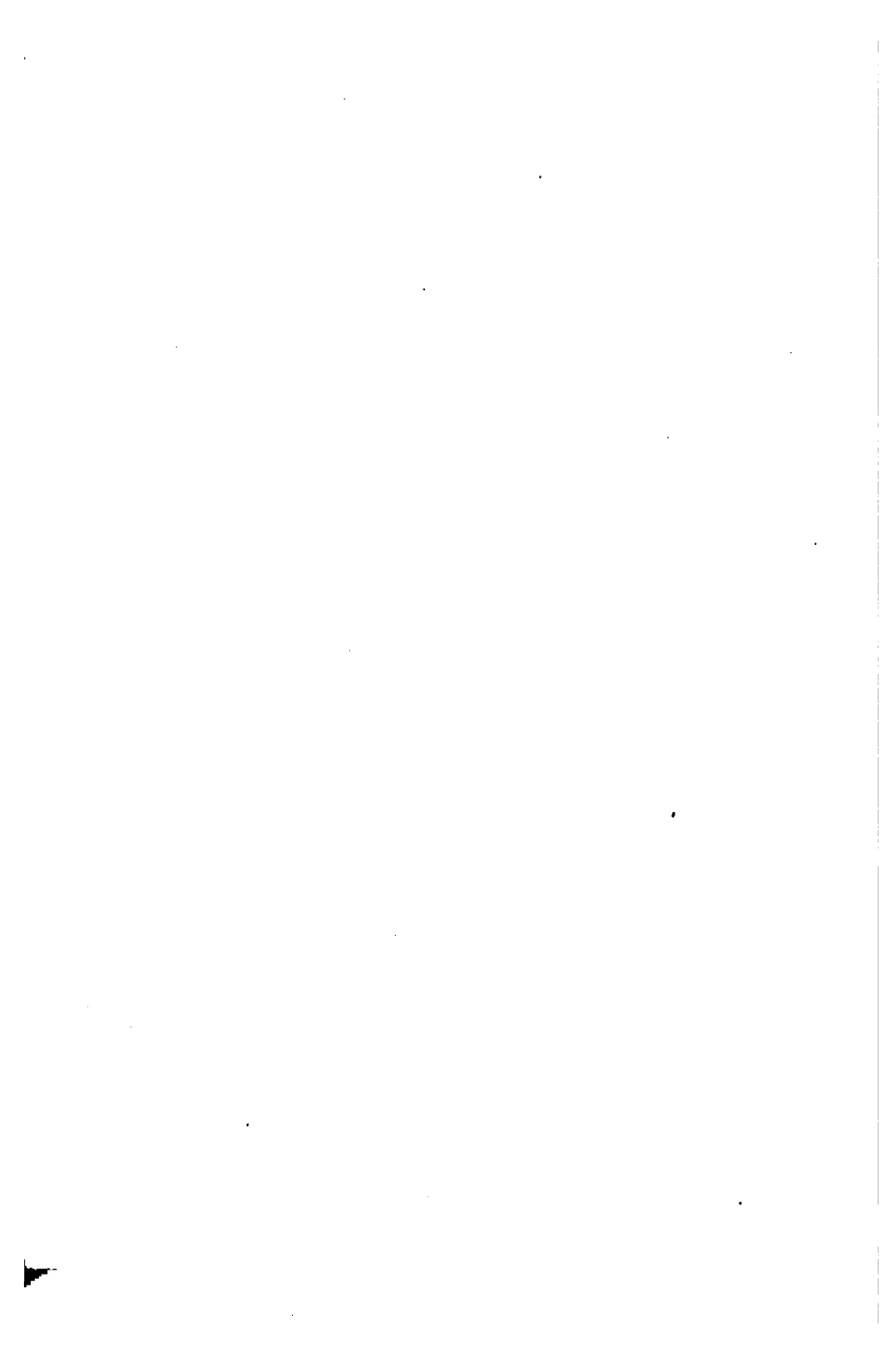
Agreement similar to that proposed from St. Louis, was drawn up and sent to representatives of Chicago Lines for execution, if agreed to.

VIII.—ESTABLISHMENT OF PERCENTAGES AND ADOPTION OF DIFFERENTIAL FARES.

It was agreed that the Chairman shall call a meeting upon receipt of the passenger earnings of the Wabash, St. Louis & Pacific Railway, for the purpose of establishing percentages for division of earnings, under the contract, and adoption of the differential fares agreed upon.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.



CIRCULAR No. 385.

Issued July 27, 1882.

ADVANCE IN GROSS RATE ON CATTLE.

At the meeting of the Joint Executive Committee held Thursday, July 27, 1882, it was *agreed* that, commencing Monday, August 7, 1882, the gross rate upon Cattle should be *increased to 60 cents per 100 lbs.*, on the basis of Chicago to New York, the net rate remaining the same as heretofore.

The gross and net rates on Sheep remain as at present. The difference between the net and gross rates on Cattle from Chicago to Parkersburg, Wheeling, Toronto, Salamanca, Buffalo and Pittsburg, to be 10 *cents*, and to Albany 15 *cents*, the net rate to these points remaining as heretofore.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 386.

Issued July 31, 1882.

DIFFERENCE BETWEEN GROSS AND NET RATES ON CATTLE.

Inquiries having been made in reference to the differences between the gross and net rates to be charged on Cattle and Sheep to the different destinations, the following explanation is given :

The difference being established between Chicago and New York, the difference from points west of Chicago, or points that are farther distant from New York than Chicago, is the same as from Chicago.

From points less distant from New York than Chicago, the established difference to Eastern cities will be scaled according to the percentage table.

The differences established to New York will be applied to Baltimore, Philadelphia, and Boston.

The difference between gross and net rates from Chicago to the Trunk Line Western termini is one-half the difference from Chicago to New York, and from

the Trunk Line termini to the Seaboard cities the difference is also one-half. The difference between gross and net rates from Buffalo to Albany is one-fourth of the difference between Chicago and New York.

To ascertain the difference from other Western points east of Chicago to the Trunk Line Termini, deduct the established difference from Trunk Line termini to Eastern cities from the total difference from those Western points to the Seaboard.

For example :

The differences between the gross and net rates on Cattle are as follows :

Chicago or points West thereof to Seaboard cities.....	20 cents.
Chicago to Albany..... ($\frac{3}{4}$ of 20 cts.).....	15 "
Chicago to Trunk Line termini ($\frac{1}{2}$ of 20 cts.).....	10 "
Buffalo to Albany..... ($\frac{1}{4}$ of 20 cts.).....	5 "

The differences from Cincinnati should be computed as follows :

Net rate Cincinnati to New York (87 % of 40 cts. — 34.8) .. 35 cents.

Gross rate Cincinnati to New York (87 % of 60 cts. — 52.2) .. 52 "

Difference between net and gross rates, Cincinnati to New York..... 17 cents.

{ Difference between net and gross rates, Cincinnati to Buffalo (10 cents less than to New York) } 7 "

{ Difference—Cincinnati to Albany (7 cts. to Buffalo, 5 cts. from Buffalo to Albany)..... } 12 "

All Live Stock shipped from points in the West, whether there is a division of traffic or not, must be billed at the gross rates as ascertained above.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR NO. 387.

Issued August 1, 1882.

RATES FROM POINTS IN KENTUCKY VIA EVANSVILLE.

At a meeting of the Joint Executive Committee, held July 27, 1882, the following resolution was adopted :

Resolved, That the Commissioner be requested to change the resolution adopted in Chicago, December 19, 1879, and published in proceedings for that year, page 82, regarding rates on Kentucky Tobacco, and substitute the word "Tobacco" for "Traffic," it having been the intention that the resolution should only apply to Tobacco shipments.

Consequently the full Evansville rate must be charged from Evansville on Grain, regardless of origin of shipment.

The rates and divisions on Tobacco, issued July 20, 1882 (see Joint Executive Committee Circular, No. 381, and Miscellaneous Circular, No. 190), will govern on Tobacco shipments; therefore, the resolution of December 19, 1879, is made nugatory.

Agents of connecting roads should be informed of the above change in Grain rates from Kentucky, which will apply to all shipments made after Monday, August 7, 1882.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 388.

Issued August 1, 1882.

INSTRUCTIONS FOR BILLING LIVE STOCK WHICH IS NOT CONSIGNED TO
ACTUAL DESTINATION.

To prevent shippers from evading the orders of Live Stock Agents, by consigning shipments of Live Stock to points short of actual intended destination, it was *agreed*, by the Standing Committee of the Joint Executive Committee, at a meeting held Wednesday, July 26, 1882, that, on and after August 7, 1882, in case any shipper fails to comply with the directions of the Joint Agents as to shipments of Live Stock to seaboard points, all shipments made by such shipper, whether consigned to the seaboard cities, or, only to the Western termini of the Trunk Lines, shall pay the gross rate to such termini, and no rebate of any kind shall be paid to the shipper or consignee of such Live Stock by either of the roads over which the shipments have passed, and upon the rebilling of such Live Stock East from the Trunk Line terminal, it shall be charged for at the gross rate thence to destination.

The difference between the gross and net rates, from the Trunk Line termini to seaboard cities, shall be *ten cents per 100 lbs.*, and from Buffalo to Albany *five cents per 100 lbs.*

The Joint Stock Agents will immediately notify the agent of the delivering road at the point to which such Live Stock is billed, to collect the gross rate from consignees or connections, and to advise the road taking the Live Stock from him to bill at, and collect, the gross rate to the next billing point, and so on to the seaboard.

The General Freight Agents of the roads in interest will please give the necessary instructions to their agents to carry out this agreement.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 389.

Issued August 4, 1882.

NOTICE TO CONNECTING ROADS OF ACTION OF JOINT EXECUTIVE
COMMITTEE, JULY 26, 1882.

I herewith enclose copy of Proceedings of the Joint Executive Committee at the meeting held on July 26 and 27, and would respectfully call your attention to the resolutions upon page 141, Article 146, Section 3, according to which, the roads represented upon this Committee will not be responsible in any way for any contracts entered into at rates lower than the tariffs established by this Committee, nor for the detention of freight that is not correctly billed in accordance with the established tariff.

Attention is also called to Sections 4 and 5 of said Article, according to which companies that prorate with the roads represented upon this Committee upon rates established by this Committee are not authorized to make contracts nor bill freight at less than established rates.

Attention is also called to Article 147, according to which, no commission agents are to be employed nor commissions paid by the members of this Committee for soliciting freight.

Please be guided by this notice as far as it concerns the

relations of your company to the companies represented upon the Joint Executive Committee.

Please acknowledge receipt of this circular upon the enclosed postal card.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 390.

Issued August 7, 1882.

FREIGHT FOR ST. LOUIS TO BE BILLED TO EAST ST. LOUIS ONLY.

At a meeting of the representatives of the Trunk Lines, held this day, the following resolution was unanimously adopted, and takes effect immediately.

Resolved, That all freight (except bonded freight) for St. Louis be way-billed to East St. Louis only, to which point the rates and bills of lading will be made.

Please be guided accordingly.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 391.

Issued August 11, 1882.

**RATES FROM CINCINNATI ON EASTBOUND TRAFFIC
FROM POINTS SOUTH OF THE OHIO RIVER.**

At a meeting of the Trunk Line Executive Committee, acting as a Standing Committee, held Friday, August 11, 1882, the agreement of the Cincinnati roads, June 27, 1882, allowing to the west end lines two and three cents for transfer on business coming from the Louisville and Nashville and Kentucky Central railroads, over the bridge, was under consideration.

It was considered that full Cincinnati rates should be main-

tained without exception on all shipments made locally to Cincinnati, and there reconsigned to the East.

That the allowances for transfer named in said circular should be allowed only on business from competing points south of Cincinnati, *when contracted through from such points to the Eastern cities on through bills of lading.*

In such cases there must be a full understanding as to the rates and divisions, and the same must be submitted to this office for approval, and the way-bills must show original point of shipment, route, rates, divisions in detail, and advanced charges.

All way-bills which do not contain this information will be considered as covering shipments which should be rated locally from Cincinnati.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR NO. 392.

Issued August 12, 1882.

REQUEST FOR VOTE ON THE ADOPTION OF RESOLUTION
PASSED BY THE COTTON COMMITTEE,
AUGUST 4, 1882.

At a meeting of the Cotton Committee, held at Louisville, Ky., August 4, 1882, to consider the question of prorating rail and water through rates on Eastbound traffic *via* Cincinnati and other river points, referred to them by the Joint Executive Committee, at the meeting of July 27, 1882 (see Proceedings, Article 156, page 147), the following resolution was passed :

Resolved, That the Committee to whom was referred the question of prorating from Ohio and Mississippi River landings, with the boats *via* Cincinnati and other river points to Eastern cities, recommend that no prorating arrangement be entered into by the railroads, members of the Joint Executive Committee, with these boats, and that if any prorating arrangements at present exist, they be discontinued.

The vote of the committee was as follows :

Aye—Messrs. Hibbard, Grammer, Geiger, Pennington (for Mr. Bird), and Gays (for Mr. Hill).

No—Messrs. Fraser, McLeod, and McLeod (for Mr. Cochran).

The foregoing resolution is now submitted to the Joint Executive Committee ; and you will please record your vote upon the enclosed blank, and return the same to this office at your earliest convenience.

No prorating arrangements are at present in effect.

C. W. BULLEN, <i>Secretary.</i>	ALBERT FINK, <i>Chairman.</i>
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CIRCULAR NO. 393.

Issued August 12, 1882.

Call for Meeting of Joint Executive Committee (Passenger Department), August 22, 1882.

I.—ESTABLISHMENT OF DIFFERENTIAL FARES.

Referring to the action of the Joint Executive Committee, at the meeting held on July 29, in regard to the establishment of Differential Fares (see page 156 of Proceedings), a meeting is hereby called of the roads represented on the Joint Executive Committee, and all others interested in the subject, to be held at the office of the Committee, in this city, on *Tuesday, August 22, 1882, at 11 a. m.*, at which meeting, final action will be taken in reference to the establishment of Differential Fares, and the preparation of new tariffs, for the purpose of putting said fares into effect on September 1.

It is important that all companies interested should be represented at this meeting.

The new tariff should be put in the hands of the printer

on the 25th inst., and it is necessary that the representatives of the companies should bring with them the required information and assistance, to have the tariff prepared by that time.

II.—DIVISION OF PASSENGER TRAFFIC.

At the same meeting, the Agreement for the Division of Passenger Traffic, between the roads that have signed the Agreement (see page 153 of Proceedings of last meeting), as well as those that may become parties to it, will also be completed.

The representatives of all the roads interested in this subject, will please come prepared to finally agree upon the percentages to be allowed each road.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.

CIRCULAR NO. 394.

Issued August 14, 1882.

WITHDRAWAL OF NOTICE THAT SOUTH FRAMINGHAM IS OPEN TO BOSTON RATES ON EASTBOUND FREIGHT.

The notice that

South Framingham, Mass.,

is open as a through billing point *via* Fitchburg R.R. at Boston rates and divisions, on Eastbound Freight in any quantity (see Circular No. 376, issued July 12, 1882), is hereby withdrawn.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 395.

Issued August 15, 1882.

REQUEST FOR VOTE ON WITHDRAWAL OF SOLICITING OR LINE AGENTS FROM TEXAS.

At the recommendation of the Trunk Line Executive Committee, the following resolution is herewith submitted to the Joint Executive Committee :

Resolved, That on and after September 1, 1882, no soliciting agents for freight shall be employed in Texas by any company represented on the Joint Executive Committee, or by any fast freight line running over the road of said company, and that existing agencies shall be withdrawn upon notice being given by the Commissioner that this resolution has been adopted by the Joint Executive Committee.

Please record your vote upon the above resolution upon the enclosed blank, and return the same to this office at your earliest convenience.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 396.

Issued August 15, 1882.

RATES FROM POINTS IN SOUTHERN INDIANA AND ILLINOIS.

At a meeting of the Standing Committee, held Friday, August 11, 1882, the report of the Special Committee appointed by the Joint Executive Committee, at meeting of July 27, to consider the question of through rates and divisions of same, from points in Southern Indiana and Illinois (see Proceedings, page 146, Article 153), was under consideration.

The Special Committee recommended that the rates on Grain and Forest Products coming from points in Kentucky and Tennessee south of Evansville, and landings on the Ohio River between and including Rockport and Paducah, points from which arbitrary rates are charged up to Evansville, be based upon three (3) cents per 100 lbs. less from Evansville depot than the rates from Evansville proper, and that the same rule be applied to points named below as taking Evansville rates.

This recommendation was not accepted by the Standing Committee.

The full rates of 108 per cent. will, therefore, be charged upon all Evansville business, except Cotton and Tobacco from points where special rates and divisions are given. (See Joint Executive Committee Circulars Nos. 345 and 381, and Miscellaneous Circular No. 190.)

Under the present ruling, it becomes necessary to establish rates and divisions of rates on Grain and Lumber from competing points along the Ohio River or south of the Ohio River. For that purpose a meeting of the Special Committee has been called.

The Committee also recommended that the rates on all classes of freight from Carmi, Eldorado, Enfield, Wabash, Norris City and Mount Carmel, Ill., and Mount Vernon and Princeton, Ind., should be the same as from Evansville, viz.: 108 per cent. of the Chicago rate.

But as this recommendation was coupled with the other recommendation, that the reduction of three (3) cents shall also be made from these points on business coming from River, or from Kentucky and Tennessee, no action will be taken until the Special Committee can act again upon the whole subject, originally referred to them.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 397.

Issued August 18, 1882.

AGREEMENT TO MAINTAIN ESTABLISHED PASSENGER FARES FROM
ST. LOUIS EASTWARD, AND FROM CINCINNATI TO
THE WEST, SOUTHWEST AND
NORTHWEST.

The following agreement was entered into by the representatives of St. Louis and Cincinnati Lines; Messrs. Townsend, Stevenson, Smith, Egan, Ford and Shattuc, at meeting held in Cincinnati, O., August 4, 1882:

That they will cause to be maintained, the established passenger fares from St. Louis to all Eastern points, and from Cincinnati to all Western, Southwestern and Northwestern points, and they will not allow any commissions to be paid to reduce the fare, directly or indirectly.

That they will withdraw the tickets of any of their connecting lines who may violate this agreement. For the first offence, keeping the tickets off ten (10) days; for the second offence, twenty (20) days, and for every subsequent offence, ten (10) days additional. Said tickets to be withdrawn as soon as satisfactory evidence is given to a majority of the lines in interest that this agreement is being violated.

This agreement to take effect from the time the signatures of representatives of the several roads are obtained, and notice given by the Commissioner.

The regulations of the Western association as to sale of theatrical tickets to Trunk Line points, shall be in force.

(Signed,)

E. A. FORD, G. P. A., Vandalia Line.

H. C. TOWNSEND, G. P. A., W., St. L. & P. R'y.

A. J. SMITH, G. P. A., C., C. & I. R'y and I. & St. L. R.R.

JNO. EGAN, G. P. & T. A., C., I., St. L. & C. R'y.

SAM'L STEVENSON, G. T. A., C., H. & D. R.R.

W. B. SHATTUC, G. P. A., Ohio & Miss. R.R.

JNO. EGAN,
Chairman.

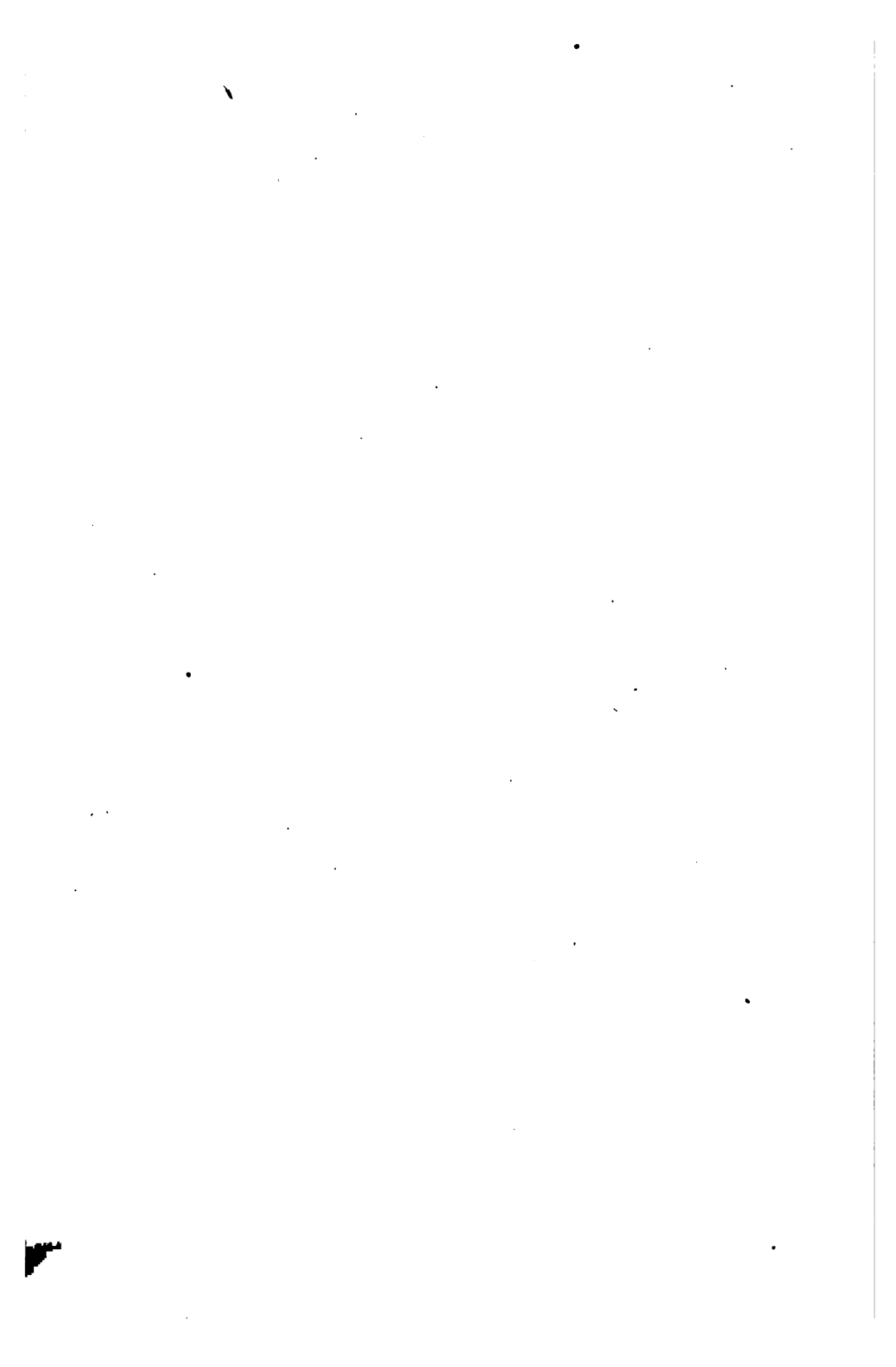
J. M. CHESBROUGH,
Secretary.

The following notice was transmitted the parties to the above agreement August 8, 1882:

The agreement made and signed by you August 4, has been signed by all parties, and this is the required notice to have it take effect at Cincinnati and St. Louis to-morrow, the 9th day of August, 1882.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.



PROCEEDINGS
OF THE
JOINT EXECUTIVE COMMITTEE,
(PASSENGER DEPARTMENT,)
AT
MEETING IN NEW YORK,
AUGUST 22 to 26, 1882.

NEW YORK :
RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.
1882.

PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER
DEPARTMENT), AT A MEETING HELD AT THE OFFICE OF
THE CHAIRMAN, 346 BROADWAY, NEW YORK, AUGUST 22-
26, 1882.

The following roads were represented :

Balt. & Ohio,	C. K. LORD.
Boston & Albany,	E. GALLUP.
Canada Southern,	W. H. HURLBURT.
Clev., Col., Cin. & Ind.,	A. J. SMITH.
Del. & Hudson Canal,	D. M. KENDRICK.
Fitchburg,	J. WHITMORE.
Ind'p'ls & St. Louis,	A. J. SMITH.
Lake Erie & Western,	G. W. SMITH.
Lake Shore & Mich. Southern,	{ JOHN NEWELL, W. P. JOHNSON.
Louisville & Nashville,	C. P. ATMORE.
Marietta & Cincinnati,	T. P. BARRY.
Michigan Central,	{ H. B. LEDYARD, O. W. RUGGLES.
New York Central & H. R.,	{ H. J. HAYDEN, E. J. RICHARDS.
New York, Lake Erie & Western,	JNO. N. ABBOTT.
New York & New England,	A. C. KENDALL.
New York, Penn. & Ohio,	A. E. CLARK.
Ohio & Miss.,	W. B. SHATTUC.
Pennsylvania,	{ FRANK THOMSON, J. R. WOOD.
Pennsylvania Co.,	{ E. A. FORD.
Pittsburg, Cin. & St. Louis,	{
Vandalia Line,	{
Rochester & Pittsburg,	E. A. HOLBROOK.
Wabash, St. L. & Pacific,	H. C. TOWNSEND.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

The meeting being called to order, the Chairman said :

GENTLEMEN: This meeting was called for two purposes : First, the establishment of differential fares and the division of passenger traffic between the Western roads. The proceedings of our last meeting, held on July 28 and 29, which have been placed in your hands, will show where we left off in our endeavors to accomplish these two objects. We must now commence again, where we left off, and perfect the differential fare arrangement and put it in force on the first of September.

There are several questions yet unsettled, one of which is the subject of second class fares. Some propositions were made at our last meeting, and I understand that there have since been others made in reference to changes in the first class fares. I suggest that we discuss this question and settle it as soon as possible, so that all can go to work and get the tariffs out by the first of September.

The second object for which this meeting was called is the completion of the contract for the division of passenger earnings. I now have the reports of all the roads that have signed the contract, and a statement showing the earnings and percentages has been prepared. After the differential question is settled, we had better adopt these percentages as shown in this statement, with such modifications as may be agreed upon.

There is another subject that I desire to bring before this meeting. Although it is apparently only a question local to St. Louis, it really affects all the roads on the committee.

The meeting is now ready to proceed to business.

After a full discussion of the difficulties that prevented the carrying out of the St. Louis agreement, and the subject being referred back to the St. Louis Committee for settlement, the Committee proceeded to determine the differential fares, Eastbound and Westbound, between the Cities of Boston, Albany, New York, Philadelphia, Baltimore, Washington and Cincinnati, St. Louis, Chicago, Louisville and Nashville, the result of which is contained in Circular No. 398.

**I.—DIFFERENTIAL FARES TO APPLY TO ROUTES ONLY UPON WHICH
THEY HAVE BEEN ESTABLISHED.**

Resolved, That differential fares shall apply to routes indicated in Circular No. 398 only, and that full tariff fares shall be charged over all other routes for all classes of tickets from date of adoption of differentials; also that regular tariff fares shall be charged to intermediate points.

II.—STATISTICAL INFORMATION TO BE FURNISHED THE COMMISSIONER.

Resolved, That members of the Committee furnish to the Commissioner statements of the number of passengers and the revenue derived from business between the several differential fare points, by the various routes, for each month of the years 1881 and 1882, as far as they can be compiled, and to continue said statements monthly, at the close of each month's business; such statements to be kept private by the Commissioner for the present, but to be used ultimately for the purpose of ascertaining the operation of the differential fares as compared with previous periods, with the view to future adjustment.

III.—DIVISION OF EARNINGS.

On motion, it was agreed that the award of percentages for division of passenger earnings will be postponed until next meeting.

Adjourned to Tuesday, October 3.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

CIRCULAR No. 398.

(See Theatrical Fares added since original issue.)

Issued August 26, 1882.

DIFFERENTIAL PASSENGER FARES.

At a meeting of the Joint Executive Committee (Passenger Department), held at its office in New York, August 22 to 26, 1882, Differential Passenger Fares as shown in accompanying table, making part of this Circular, were agreed upon, and the following resolutions were adopted:

First. That the Differential First and Second Class, and theatrical fares between Boston, Albany, New York, Philadelphia, Baltimore, Washington and Cincinnati, St. Louis, Chicago, Louisville and Nashville, decided upon by the Commissioner, and made a part of the Proceedings of this meeting, shall take effect and be in force on and after September 1, 1882; and it is hereby understood and

agreed to by the members of the Joint Executive Committee, that on and after that date, the payment of commissions on First or Second Class, and theatrical tickets, or orders for tickets, at or between the points above mentioned shall cease, and no commissions shall be paid at or between any other points which may affect the rates decided upon as above by the Commissioner, directly or indirectly; except as more particularly specified, and under the conditions named as follows:

No commissions shall be paid:

1. On business from differential fare points to any other differential fare or intermediate point.

Commissions may be paid:

2. On business from intermediate points to differential fare points.
3. On business from differential fare points to points beyond other differential fare points.
4. On business between intermediate points and other intermediate points.
5. On business between intermediate points and points beyond differential fare points.

Provided that such commissions shall not be paid by initial lines, or to any persons except the regularly authorized ticket agents; and also provided that the commissions so paid do not affect in any way the business which differential fares are intended to equalize, and provided that such commissions shall not be used by the ticket agents to reduce the fares.

Second. That it is the sense of this Committee, and the Commissioner so ruled that "putting differential fares into effect," provides that such fares by the several routes shall be named and offered to passengers by the selling lines.

Third. That the differential fares may be advertised at the points only where such fares are operative; it being understood and agreed that they shall not be used as a means of advertising the advantages or disadvantages of any line against others, and that therefore any advertising shall be confined to a simple statement of fares and the accommodations furnished by each route, for the information of passengers, leaving to them the choice of routes.

Fourth. That differential fares shall be operative only between points named in annexed table, and shall not be used by connections for basing purposes; it being the intention of the Committee to adjust fares from points affected by these differentials at the earliest possible day, and for that purpose connecting roads are requested to inform the Committee, through the Chairman, of any adjustment which may seem to them necessary or desirable.

Fifth. That local committees be constituted at each of the points from and to which differential fares have been decided upon, to consist of the general passenger agents of the initial roads or their local representatives, for the purpose of considering, and, if possible, settling any differences which may arise at those points, under these resolutions. It being understood that these local committees shall submit to the Commissioner any questions which they are unable to settle, and ~~submit~~ his decision before any party shall be permitted to take action contrary to the spirit of this agreement.

CIRCULAR NO. 398

Table of Differential Fares adopted at meeting of Joint Executive Committee, in New York, August 23 to 26, 1892. To take effect September 1, 1892.

BETWEEN	ROUTES.	BOSTON.		ALBANY.		NEW YORK.		PHILA. BALTO.		WASH'N.
		1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	1st Class.	
CINCINNATI.	N. Y. P. & O. and Erie	\$19 00	\$17 00	\$15 60	\$16 00	\$15 00	\$13 20	\$16 00	\$15 00	\$13 60
	M. & C. and B. & O.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	C., C. & I. and N. Y. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	or Erie.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis ..	P., C. & St. L. and Penna.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Buffalo and N. Y. C.	20 00	17 50	16 00	17 00	15 50	13 60	17 00	15 50	14 00
	Vandalia and Penna.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Wabash and N. Y. C.	25 25	21 75	20 60	23 25	19 75	18 60	24 25	20 25	19 40
Chicago	Wabash and Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....
	I. & St. L. and N. Y. C.	25 25	21 75	20 60	23 25	19 75	18 60	22 00	19 00	18 50
	I. & St. L. and Erie	.....	.....	.....	.....	.....	.....	22 00	19 00	19 00
	O. & M. and B. & O.	.....	.....	.....	.....	.....	.....	22 00	19 00	18 50
	O. & M., N. Y., P. & O., and Erie.	28 25	20 75	19 80	21 25	18 75	18 20	20 75	18 50	18 00
	C. & A., and L. E. & W.	23 25	20 75	19 80	21 25	18 75	18 20	20 75	18 50	18 00
	M. C. and Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....
	L. S. & M. S., and Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....
	G. T. and Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....
	P., F. W. & C., and Erie	20 50	18 25	17 00	16 65	15 40	13 90	18 50	16 00	15 40
	M. C. and N. Y. C.	22 00	19 00	17 60	18 15	16 15	14 50	20 00	17 00	16 00
	L. S. & M. S., and N. Y. C.	22 00	19 00	17 60	18 15	16 15	14 50	20 00	17 00	16 00
	B. & O.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	P., F. W. & C., and Penna.	.....	.....	.....	.....	.....	.....	.....	.....	.....

LOUISVILLE AND NASHVILLE.—Differential fares between these points and those named above, will be based on fares quoted herein, to and from Cincinnati.

R. T. BRYDON, *Secretary*.

ALBERT FINK, *Chairman*.



CIRCULAR No. 399.

Issued August 28, 1882.

WITHDRAWAL OF SOLICITING AND LINE AGENTS FROM TEXAS.

Notice is hereby given that the following resolution, submitted to the Joint Executive Committee, as per Circular No. 395, issued August 15, 1882, has been adopted:

Resolved, That on and after September 1, 1882, no soliciting agents for freight shall be employed in Texas by any company represented on the Joint Executive Committee, or by any fast freight line running over the road of said company, and that existing agencies shall be withdrawn upon notice being given by the Commissioner that this resolution has been adopted by the Joint Executive Committee.

All roads represented on the Joint Executive Committee, and fast freight lines running over said roads, will be governed accordingly.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 400.

Issued August 29, 1882.

ADDITIONAL POINT IN NEW ENGLAND OPEN TO BOSTON RATES ON EASTBOUND FREIGHT.

Notice is hereby given, that

SOUTH FRAMINGHAM, MASS.,

is now open as a through billing point, via Fitchburg or Central Vermont Railroads, at Boston rates and divisions, on Eastbound freight in any quantity.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 401.

Issued September 4, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the Classification of Westbound Freight, to take effect Wednesday, September 6, 1882:

Preserves, in wood..... 4

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 402.

Issued September 5, 1882.

RATES ON COTTON.

In accordance with the action of the Cotton Committee, the following rates on Cotton will take effect September 15, 1882:

UNCOMPRESSED, WITH PRIVILEGE TO CARRIER OF COMPRESSING.

ORIGINATING AT POINTS NAMED BELOW, TO NEW YORK, WITH USUAL DIFFERENCES TO
OTHER SEABOARD CITIES.

POINTS OF ORIGIN.	ALL RAIL PER 100 LBS.
Memphis, Tenn.....	72 cents.
St. Louis & Hannibal, Mo.....	64 cents.
E. St. Louis & E. Hannibal, Ill.....	60 cents.
Cairo, Ill.....	62 cents.
Evansville, Ind.....	60 cents.
Louisville, Ky.....	58 cents.
Jeffersonville, Ind.....	58 cents.
New Albany, Ind.....	58 cents.
Cincinnati, Ohio.....	55 cents.

Rates from Memphis via river, to be three (3) cents less than via all-rail; the lines via Cincinnati to be allowed to pay any additional cost of insurance, on terms approved by the Commissioner.

On Compressed Cotton reaching the following points via river, under through bills of lading, on steamers of lines working under agreed through rates from Memphis, the proportion of rates to New York from depots, will be as follows, viz.:

	PER 100 LBS.
East St. Louis, Ill.....	44 cents.
Cairo, Ill.....	44 cents.
Evansville, Ind.....	44 cents.
Louisville, Ky.....	41 cents.
Jeffersonville, Ind.....	41 cents.
New Albany, Ind.....	41 cents.
Cincinnati, Ohio...	39 cents.

On Compressed Cotton reaching the points named below on steamers not taking Cotton on through bills of lading, or working under agreed rates, the proportion of rates to New York from depots, will be as follows, viz.:

	PER 100 LBS.
East St. Louis, Ill.....	46 cents.
Cairo, Ill.....	46 cents.
Evansville, Ind...	46 cents.
Louisville, Ky.....	43 cents.
Jeffersonville, Ind.....	43 cents.
New Albany, Ind.....	43 cents.
Cincinnati, Ohio.....	43 cents.

Cotton from Texas and Arkansas and other points South, to be prorated on any rates approved by the Commissioner. If not prorated, local rates to be charged east of river points.

On Cotton from points in Texas to points in New England, taking various arbitrary rates over Boston rates, the route by which the rate is made, and the full divisions of the rate, and transfers to connecting lines, are to be shown on way-bills.

C. W. BULLEN,

Secretary.

ALBERT FINK,

Chairman.

CIRCULAR No. 403.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT EXECUTIVE COMMITTEE, AT A MEETING HELD AT THE OFFICE OF THE CHAIRMAN, NEW YORK, ON SEPTEMBER 5 AND 6, 1882.

Present:

H. J. HAYDEN.....Gen. Traffic Mgr...N. Y. C. & H. R. R.R.
 R. C. VILAS.....Gen. Frt. Agt.....N. Y., L. E. & W. R.R.
 J. McC. CREIGHTON..Gen. Frt. Agt.....Pennsylvania R.R.
 FRANK HARRIOTT.....Gen. Frt. Agt.....Balt. & Ohio R.R.

There were also present:

ARTHUR MILLS.....Gen. Frt. Agt....Boston & Alb'y R.R.
 H. W. GAYS.....Gen. Frt. Agt....Ind. & St. Louis R.R.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

H. C. BLYE,

General Agent.

N. GUILFORD,

Assistant to Commissioner.

I.—REPORT OF SPECIAL COMMITTEE ON THROUGH RATES AND DIVISIONS FROM POINTS IN SOUTHERN INDIANA AND ILLINOIS, AND KENTUCKY AND TENNESSEE.

The Commissioner submitted the final report of the Special Committee appointed by the Joint Executive Committee at the meeting on July 27, to consider the question of through rates and divisions from points in Southern Indiana and Illinois, and Kentucky and Tennessee, which was taken up and acted upon in detail.

The recommendation of the committee—

That through rates from Little Rock, Ark., to the East, on Cotton-seed Oil and Meal and Lumber, be made by adding the rate of ten (10) cents per 100 pounds, Little Rock to Memphis, to the tariff rates from Memphis East; and that the through rates may be used via Cairo, allowing therefrom the local rate, Little Rock to Cairo,

was accepted, with the proviso that the local rates from Little Rock to Cairo shall be such as are satisfactory to the Commissioner.

The recommendations—

That through rates on Cotton-seed Meal from Jackson, Tenn., to the East, may be made by adding the arbitrary of ten (10) cents per 100 lbs. from Jackson to Cairo, to the rate from Cairo East, and that the same through rates may be used via Evansville and Louisville, allowing therefrom the arbitrary of five (5) cents per 100 lbs., Jackson to Milan or Humboldt, and prorating the remainder; also, that rates on Cotton-seed Oil, from Jackson, Tenn., should be made five (5) cents per 100 lbs. higher than on Meal, the 5 cents to accrue to the lines east of Cairo, Milan or Humboldt,

were approved.

The action of the committee, to the effect—

That rates from Carmi, Eldorado, Mt. Carmel, Wabash, Grayville and Brownas, Ill., and Princeton, Ind., on business from beyond those points, be 108 per cent. of the Chicago rate,

was approved, with the understanding that the divisions of the rates from the above points shall be based on Evansville distance.

The recommendation of the committee—

That rates from Mt. Vernon, Ind., be established at 108 per cent. of the Chicago rate, out of which the Louisville & Nashville R.R. is to be allowed three (3) cents per 100 lbs. arbitrary, Mt. Vernon to Evansville or Carmi,

was approved, so far as to the rates from Mt. Vernon being 108 per cent. of the Chicago rate, with the understanding that the divisions shall be based upon the Evansville distances; but the clause that out of the through rate the Louisville & Nashville R.R. is to be allowed an arbitrary of three (3) cents per 100 lbs., Mt. Vernon to Evansville or Carmi, was not agreed to.

The recommendation of the committee—

That rates from Nashville to the Eastern cities be fixed via Evansville the same as via Louisville; the division to allow the Louisville & Nashville three (3) cents per 100 lbs. more to Evansville than to Louisville, and the line from Evansville, East, three (3) cents per 100 pounds less than the line from Louisville, East,

was not approved.

The recommendation of the committee—

That all rail rates on Cotton-seed Meal from Memphis be based on 35 cents to New York, and on Cotton-seed Oil and Lumber, 40 cents to New York, was approved.

The recommendation that the following rates and divisions be established on Cotton-seed Meal *via* river, was not agreed to, it being considered that full tariff rates should be charged from Cincinnati and Cairo :

Memphis to New York:

Via River, uninsured, 34 cents; divided as follows :

Via Cincinnati—

Boat.....	10 cents.
Transfer.....	3 "
East.....	21 "
	—
	34 "

Via Cairo—

Boat.....	8 cents.
Transfer.....	2 "
East.....	24 "
	—
	34 "

The committee also recommended—

That the following rates and divisions to New York be adopted from landings on the Ohio River between Louisville and Cairo :

Via EVANSVILLE.

	Boat.	Transfer.	Net.	Through Rate.
Forest Product.....	8 cts.	3 cts.	27 cts.	38 cts.
Grain.....	5 "	3 "	24 "	32 "
Spar.....	6 "	3 "	24 "	33 "

Via NEW ALBANY.

Forest Product.....	10 cts.	3 cts.	25 cts.	38 cts.
Grain.....	8 "	3 "	21 "	32 "
Spar.....	8 "	3 "	22 "	33 "

Via CINCINNATI.

Forest Product.....	12 cts.	3 cts.	23 cts.	38 cts.
Grain.....	10 "	3 "	19 "	32 "
Spar.....	10 "	3 "	20 "	33 "

Via CAIRO.

Forest Product.....	6 cts.	2 cts.	30 cts.	38 cts.
Grain.....	5 "	2 "	25 "	32 "
Spar.....	6 "	2 "	25 "	33 "

It was decided that on this traffic full tariff rates should be charged from all such river points.

II.—ADVANCE IN COTTON RATES.

The rates on Cotton agreed upon by the Cotton Committee at the meeting of August 30, were adopted as taking effect on September 15, and are as given in Joint Executive Committee Circular No. 402.

The Chairman of the Cotton Committee advised the Commissioner that Mr. McLeod had guaranteed that on any Cotton contracted by his agents, no part whatever of the proportion allowed the boats should be paid to the shippers, or in any other way used to influence shipments; and that Mr. McLeod also agreed to obtain a written guaranty from Captain J. D. Parker, Secretary, M. & O. River Packet Company, that no part of the boats' proportion up to Cincinnati on other Cotton than the C. H. & D. Cotton should be paid to shippers, or in any way used to secure shipments.

III.—COTTON RATES FROM STATIONS ON THE M. & O. AND C., ST. L. & N. O. RAILWAYS.

A letter from J. M. Culp, G. F. A., was read, in which he stated that at the late meeting of the Cotton Committee, the subject of rates on Cotton from local points on the M. & O. and C., St. L. & N. O. Railways was overlooked, but that subsequent to the meeting it had been agreed between Mr. Pennington (representing Mr. Bird) and himself, that on Cotton from these points they would add the locals to Cairo to the rate from Cairo, east; and then make the same rate via Milan and Humboldt, by taking the locals up to Milan and Humboldt, and prorating remainder from those points.

The Standing Committee approved these rates, providing the divisions via Humboldt and Milan were approved by the Commissioner.

IV.—ALLOWING CONSTRUCTIVE MILEAGE TO CONNECTING LINES.

The general question of constructive mileages allowed connecting lines in divisions of rates was also under discussion.

It was considered that while such allowances were in some instances reasonable and proper, in others they might be excessive and improper; and, in order that an understanding might be arrived at on the subject, the Commissioner was requested to obtain from each of the Trunk Lines lists of all per cents in use in which the proportion of a connecting road is greater than if based upon actual mileage.

V.—ALLEGED FRAUDULENT BILLING BY WESTERN LINES.

The Commissioner stated, that he was in possession of positive evidence that the L. N. A. & C. R.R. had taken Grain from Greencastle, Ind., billing and prorating the same as from Louisville, Ky.; also that the U. S. Mail Line had billed from Madison, Ind., Wheat which came from non-prorating points on the Kentucky River, and which should have paid the full tariff rate from Cincinnati.

As in both cases the connecting roads were deprived of part of their legitimate revenue, it was agreed—

That the Commissioner should request the L. N. A. & C. R.R. and U. S. Mail Line to explain their action in the cases referred to, and give guaranty that the practice will be stopped, and agreed rates maintained in future; and if they fail to do so, the roads represented upon the Joint Executive Committee shall cease prorating arrangements, and the interchange of business and through cars with them, in accordance with the action of Joint Executive Committee on July 26. (See Proceedings, page 141, Art. 146, Section 4.)

VI.—AGENCIES IN TEXAS.

The Commissioner submitted the suggestion of Mr. S. Frink, G. F. A., St. L. I. M. & S. Railway, that each Trunk Line have a representative in Texas who would be able to furnish foreign rates promptly.

It was decided that the Trunk Lines should not appoint any agents in Texas, but that such foreign rates should be obtained from the St. Louis agents of the fast freight lines.

VII.—IRREGULARITIES AT CINCINNATI.

The Commissioner called the attention of the Committee to the fact that the Cincinnati roads continued to allow a transfer charge on a large amount of business from that point, contrary to rules in Circular No. 391, and that the way-bills do not contain the necessary explanation to enable him to distinguish such allowances as are legitimate.

It was agreed, that the Trunk Lines would correct all way-bills which did not contain the required information.

VIII.—IRREGULARITIES AT ST. LOUIS.

Mr. Guilford stated that large shipments of Grain were being taken from St. Louis locally to Chicago by the C. & A. R.R., to Toledo by the W., St. L. & P. R'y, and to Cleveland by the C., C., C. & I. R'y, which were really intended for Eastern points, and forwarded East mainly via lake.

It was alleged that shipments were in a like manner billed locally from St. Louis to Cincinnati and other interior points.

IX.—DIVISIONS EAST OF CAIRO ON EASTBOUND AND WESTBOUND CALIFORNIA BUSINESS.

The Divisions of Tariff rates on Eastbound and Westbound business between New York and California terminal points, via Cairo, as per rate sheet issued by the Pacific roads, as in force since January 1, 1882, was considered.

As on the Westbound business, the lines east of Cairo are allowed 28.16 per cent. of the through rate, the Westbound divisions were accepted; but the Eastbound divisions only allowing, East of Cairo, 25.52 per cent., or the same as from St. Louis, they were not approved, and it was agreed not to accept less than 120 per cent. of the division allowed East of Chicago on Eastbound California business.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 404.

Issued September 20, 1882.

RATES FROM CINCINNATI ON EASTBOUND TRAFFIC FROM POINTS SOUTH OF THE OHIO RIVER.

At a meeting of the Trunk Line Executive Committee, acting as a Standing Committee, held Wednesday, September 20, 1882, it was *Agreed*—

That, in consideration of the difficulties encountered in complying with the instructions given in Joint Executive Committee Circular No. 391, in relation to the transfer allowance at Cincinnati, on through business coming from Southern roads, on and after Monday, September 25, 1882, all such traffic should be way-billed at the full Cincinnati tariff rate, and the allowance for transfer settled by vouchers to be approved by the Commissioner before payment.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 405.

Issued September 21, 1882.

RATES ON TEXAS COTTON.

At a meeting of the Trunk Line Executive Committee, held Wednesday, September 20, 1882, a communication from Mr. S. Frink, G. F. A., Missouri Pacific and St. Louis, Iron Mountain and Southern Railways was read, in which he stated that his line was unwilling to accept a prorate on Texas Cotton, as by the New Orleans route it could secure its full local rates.

He suggested that the lines East of the Mississippi River should establish low special rates from Mississippi River points, to apply on Texas business only.

It was decided that the suggestion of Mr. Frink could not be adopted, and that rates on Texas Cotton must be prorated through, as provided in Joint Executive Committee Circular No. 402.

The request of Mr. D. B. Morey, G. F. A., Chicago, St. Louis & New Orleans Railroad, that he be authorized to

make special rates from New Orleans to Eastern cities on Cotton coming from Texas, in competition with the steamship lines, was considered, and it was decided to decline the request.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 406.

Issued September 25, 1882.

ADDITIONS TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following additions to the Westbound Classification, *taking effect Tuesday, September 26, 1882 :*

Organ Stock.....	1
Mattresses, wire.....	same as Beds, spring.
Horse Blankets.....	same as Blankets.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 407.

Issued September 25, 1882.

CLAIMS FOR LOSS ON SUGAR SHIPMENTS.

At a meeting of the representatives of the Trunk Lines, held Saturday, September 23, 1882, it was *Agreed—*

That no claims for loss on Sugar shipments should hereafter be paid, except in cases where the carriers are fully satisfied that such losses arise from improper handling, or through negligence of carrier, and are not the result of imperfect packages.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 408.

Issued September 25, 1882.

POSTPONEMENT OF MEETING OF JOINT EXECUTIVE COMMITTEE (PASSENGER
DEPT.) FROM OCTOBER 3, TO TUESDAY, OCTOBER 10, 1882.

The reports of sales of tickets at Differential Fare Points, called for by the resolution of the Joint Executive Committee, of August 25, 1882, and specially requested by letter of September 4, 1882, have not yet been received from all the roads, and, on account of the difficulty of getting reports for the month of September in time for consideration at the meeting appointed for October 3, that meeting is hereby postponed to Tuesday, October 10, 1882, with the request that the reports above referred to, from January 1, 1881, to September 1, 1882, be immediately forwarded to this office, and that the reports for the month of September, 1882, be furnished this office on or before Friday, October 6.

The division of earnings under the agreement will also be considered at the meeting of October 10.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

CIRCULAR No. 409.

Issued September 26, 1882.

REQUEST FOR VOTE ON THE ADOPTION OF THE REPORT OF THE CLASSIFICATION
COMMITTEE.

The Classification Committee present the following report, showing their action at the meeting held at Cleveland, September 20, 1882, and recommending certain additions to, changes in, and erasures from the "Official Classification of Eastbound Freight," which recommendations are herewith submitted for the vote of the Joint Executive Committee.

Please record your vote upon the enclosed blank, and return the same to this office at your earliest convenience, so

that the recommendations of the Classification Committee can, if adopted, take effect at an early date, of which due notice will be given.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

REPORT OF CLASSIFICATION COMMITTEE.

ADDITIONS TO CLASSIFICATION.

Bed Springs, K. D., C. L.	5
Blankets, in bales, O. R., released, C. L.	3
Boots and Shoes, Felt, in boxes.	1
Boots and Shoes, old, leather, in bulk, C. L., prepaid.	7
Butter Tubs, loose, O. R., L. C. L.	D 1
Same, in nests, or boxed, or racked, O. R., L. C. L.	3
Same, C. L. (see Rule 14).	10
Buggy Gears, L. C. L.	1
Cans, Empty, tin, in bulk, C. L., prepaid, (see Rule 14).	7
Buggy and Carriage Gears, L. C. L.	1
Felt Pipe Covering, L. C. L.	5
Same, C. L.	6
Lounges and Lounge Beds, upholstered, K. D., backs off.	3
Glasshouse Pots, C. R.	1½
Same, O. R., released, L. C. L.	1
Same, O. R., released, C. L.	3
Iron Nut Locks, in boxes or casks.	7
Iron Rake Teeth, in p'k'g's.	7
Ivory Nuts, in boxes, bbls. or casks.	2
Junk and Jute, in bales, C. L.	7
Kitchen Sinks, Iron,	Same as Hollow Ware.
Leather, Scrap, in p'k'g's or in bulk, C. L.	7
Machinery, heavy, weighing 3,000 lbs. or over to each machine, with the light and easily breakable and detachable parts removed and boxed, O. R., in lots of 10,000 lbs. and over, and L. C. L.	4
Paper Pails, O. R., C. L., (see Rule 14).	7
Pumps, Iron or Copper, O. R breakage, C. L.	6
Rope, old, in bales, L. C. L.	6
Rope, old, in bales, C. L.	7
Rubber, old or scrap, in packages, C. L.	7
Switch and Signal Material, O. R., L. C. L.	4
Switch and Signal Material, O. R., C. L.	6

Tongues, pickled, in bbls. or casks.....	7
Type, set up in forms, boxed.....	1
Vinegar Shavings, in bags or sacks.....	2
Warp Beams, wrapped with warp, O. R., L. C. L.....	1
Warp Beams, wrapped with warp, C. L.....	4
Warp Beams, not wrapped, L. C. L.....	2
Warp Beams, not wrapped, (see Rule 14) C. L.....	7
Zinc Dross, C. L.....	7
Zinc Scrap, in packages.....	7
Zinc Ore	Same as Iron Ore.
Wagon Gears, L. C. L.....	2

ADDED TO RULE 14.

Empty Tin Cans, Butter Tubs, Excelsior, Warp Beams, Machinery,
Paper Pails, Paper or Wood Plates.

CHANGES IN CLASSIFICATION.

{ Axle Grease, in boxes, L. C. L., Changed to read: { Axle Grease, in bbls. or boxes.	
{ Blankets, in bales, Changed to read: { Blankets, in bales, O. R., released.	
{ Concentrated Lye.....	6
Changed to read: { Lye, Concentrated.....	3
{ Excelsior, C. L., actual weight.....	5
Changed to read: { Excelsior, pressed in bales, C. L., (see Rule 14).....	10
{ Bedsteads, common cottage, Lounges and Cribs, wrapped or crated, Changed to read: { Bedsteads, common cottage, and Cribs, wrapped or crated.	
{ Highwines, car loads of 24,000 lbs., and over, \$20.00 valuation, O. R. of leakage. Fixed Rate, Chicago to New York, 35 cents per 100 lbs., etc., Changed to read: { Fixed rate, Chicago to New York, 40 cts. per 100 lbs., etc. { This change will also apply on Alcohol, Whiskey, } { Domestic Spirits, and Native Wines, in same } { quantity. }	
{ Iron Grain Elevator Buckets, in boxes, Changed to read: { Iron Grain Elevator Buckets, in boxes or crates.	
{ Iron Safes, each weighing, etc., Changed to read: { Iron Safes, entirely at owner's risk of chafing or breakage, each weigh- ing, etc.	

{ Iron Safes, over 3,000 to 6,000 pounds.....	3
Changed to read :	
{ Iron Safes, 3,000 to 6,000 pounds.....	4
{ Machinery, heavy, weighing 3,000 pounds or over to each machine, with connections and detachable parts removed and boxed, O. R., L. C. L.,	
Changed to read :	
{ Machinery, heavy, weighing 3,000 pounds or over to each machine, with the light and easily breakable and detachable parts removed and boxed, O. R., less than 10,000 pounds.	
{ Machinery, O. L., O. R.,	
Changed to read :	
{ Machinery, O. R., C. L. (See Rule 14.)	
{ Ore, Silver, Lead, Antimony, Zinc or Copper, etc.,	
Changed to read :	
{ Ore, Silver, Lead, Antimony or Copper, etc.	
{ Paper or Wood Plates, C. L.,	
Changed to read :	
{ Paper or Wood Plates, C. L. (See Rule 14.)	
{ Paper Pails, racked or boxed,	
Changed to read :	
{ Paper Pails, racked or boxed, O. R., L. C. L.	
{ Shoddy, in bales,	
Changed to read :	
{ Shoddy, in bales or cases.	
{ Telephone Instruments and Boxes, boxed, O. R., L. C. L.....	3
Changed to read :	
{ Telephone Instruments and Boxes, boxed, O. R., L. C. L.....	2
{ Trunks, filled with goods, strapped,	
Changed to read :	
{ Trunks, filled with goods, strapped with wood or iron straps.	
{ Trunks, filled with goods, not strapped, not taken,	
Changed to read :	
{ Trunks, filled with goods, not strapped with wood or iron straps, not taken.	
{ Wagons, Children's, K. D., boxed or in crates.....	1
Changed to read :	
{ Wagons, Children's, K. D., boxed or in crates.....	2
{ Wagon and Carriage Bows, Gears and Wheels, L. C. L.,	
Changed to read :	
{ Wagon and Carriage Bows and Wheels, L. C. L.	

REASURES FROM CLASSIFICATION.

Buffalo Robes, C. L.....	3
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COMMUNICATIONS LAID OVER, ETC.

Communications regarding the following subjects were laid on the table, it being deemed injudicious to make any change in present classification, viz. :

Blacksmiths' Bellows, C. L. ; Doors, Sash and Blinds, C. L. ; Dried Fruit, Hardwood Lumber, Whip Stock Material, Wire Mattresses, C. L. ; Men in charge of Locomotives, Castor Oil, Oleomargarine Oil, Pickles, Smoking Tobacco, Straw Board.

In regard to communications from Mr. R. C. Vilas, G. F. A., and Commissioner Fink, about the classification of Rags, C. L., the Secretary was requested to answer the letters referred to, and to state the position of the Committee in regard to the matter in full.

Letter regarding Heaters referred back to Secretary for further information.

Ore, car loads, 24,000 lbs. minimum, referred to Mr. C. L. Cole, as a committee of one.

Communications in regard to Furniture, referred to the Sub-Committee on Furniture.

Wooden Ware and Broom Handles. See resolution :

RESOLUTIONS ADOPTED.

Resolved, That as the Eastbound Classification of Broom Handles and Wooden Ware is as low as this Committee can consistently make, this communication is respectfully returned to Commissioner Fink, with recommendation that the Westbound rates on the property in question be advanced to a point uniform with rates Eastbound.

Resolved, That the Chairman is hereby authorized to appoint Sub-Committees, to be composed of members of *this* Committee, who will take up matters of special classification, investigate and report at stated meetings of the Eastbound Classification Committee.

Resolved, That Mr. John Porteous, G. F. A., of the Grand Trunk Railway of Canada, be recommended as a member of the Classification Committee, in place of Mr. G. B. Spriggs, resigned.

Resolved, That the Seventh Class Committee, appointed at the meeting of April 26, 1881, be requested to consider the subject, and report at the next Classification Committee meeting in December.

Resolved, That the Eastbound Trunk Line Classification Committee respectfully request that the action of the Standing Committee of the Joint Executive Committee, taken September 23, 1880, as stated in Circular No. 215, issued by Albert Fink, Chairman, be reconsidered and rescinded; and that in future the lines East of the Mississippi River be instructed to charge a minimum of 24,000 pounds per car on shipments of Base Bullion, Base Metal and Pig Lead, same as on other analogous property, and when car loads exceed 24,000 pounds, actual weight is to be charged for.

Respectfully submitted,

F. H. KINGSBURY,

Chairman.

J. T. R. McKAY,

Secretary.

CIRCULAR No. 410.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT EXECUTIVE COMMITTEE, AT A MEETING HELD AT THE OFFICE OF THE COMMISSIONER, ON WEDNESDAY, SEPT. 27, 1882.

Present :

H. J. HAYDEN,	.	Genl. Traffic Mgr.	N.Y.C. & H. R. R.R.
R. C. VILAS,	.	Genl. Frt. Agt.	N.Y., L.E. & W.R.R.
JNO. WHITTAKER,	.	Genl. Agt.	Pennsylvania R.R.
FRANK HARRIOTT,	.	Genl. Frt. Agt.	Balt. & Ohio R.R.

There were also present :

A. C. BIRD,	.	Genl. Frt. Agt.	W., St. L. & P. Ry.
H. W. HIBBARD,	.	Genl. Frt. Agt.	Vandalia Line.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

H. C. BLYE,
General Agent.

N. GUILFORD,
Assistant to Commissioner.

I.—RATES ON COTTON SEED MEAL FROM MEMPHIS VIA CAIRO.

Mr. Bird referred to the action of the Standing Committee at their last meeting, concerning rates on Cotton-seed Meal from Memphis to the East via Cairo, and desired the decision of the Committee reconsidered, which the Committee agreed to do at its next meeting.

II.—WITHDRAWAL OF PRORATING ARRANGEMENTS ON COTTON FROM TEXAS POINTS, AND FROM NEW ORLEANS AND MOBILE.

It was

Resolved, That all prorating arrangements on Cotton from Texas points to Eastern cities be withdrawn, and that on all Texas Cotton passing the Mississippi River points, on and after Monday, October 16, 1882, the established tariff rates from the Mississippi River points shall apply.

Resolved, That all prorating arrangements on Cotton from New Orleans and Mobile to Eastern cities be withdrawn, and that on all Cotton from New Orleans and Mobile, passing the Ohio River, on and after Monday, October 16, 1882, the established tariff rates from Ohio River points shall apply.

III.—DIVISIONS EAST OF CAIRO AND MEMPHIS ON EASTBOUND CALIFORNIA BUSINESS.

Divisions of Tariff rates on Freight to New York by way of Cairo or Memphis, from California terminal points, issued by the Southern California Line under date of September 18, 1882, allowing, East of those points, 26.4 per cent. of the through rate, were approved as to the Cairo route, but not as to the Memphis route.

IV.—SEASON CONTRACT ON COTTON FROM MEMPHIS TO UTICA AND WHITESBORO, N. Y.

It being shown that a season contract had been made on Uncompressed Cotton from Memphis, Tenn., to Utica and Whitesboro, N. Y., at a through rate of 51 cents per 100 lbs., the tariff rate being 62 cents from Memphis to Buffalo and 15 cents from Buffalo to destination, it was agreed that full rates north of the Ohio River shall be charged upon all Cotton shipped under this contract.

The meeting then adjourned.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 411.

PROCEEDINGS AT A CONFERENCE BETWEEN THE STANDING COMMITTEE OF THE JOINT EXECUTIVE COMMITTEE AND REPRESENTATIVES OF WESTERN ROADS, AT THE OFFICE OF THE COMMISSIONER, THURSDAY, SEPTEMBER 28, 1882.

Present :

JNO. PORTEOUS . . .	Gen. Frt. Agt.	Grand Trunk R.R.
H. J. HAYDEN	Gen. Frt. Mgr.	N. Y. C. & H. R. R. R.
R. C. VILAS	Gen. Frt. Agt.	N. Y., L. E. & W. R. R.
JNO. WHITTAKER . . .	Gen. Agt.	Pennsylvania R.R.

FRANK HARRIOTT....	Gen. Frt. Agt.....	Balt. & Ohio R.R.
G. H. VAILLANT.....	" " " "	L. S. & M. S. R'y.
J. T. R. MCKAY.....	Ass't Gen. Frt. Agt. " " "	
J. A. GRIER.....	Gen. Frt. Agt. " " "	Mich. Central R.R.
EDGAR HILL.....	Ass't Gen. Frt. Agt. C., C., C. & I. R.R.	
G. G. COCHRAN....	Gen. Frt. Agt.. " " "	N. Y., Penn. & O. R. R.
A. C. BIRD.....	" " " " " "	Wab., St. L. & P. R'y.
N. S. PENNINGTON..	Div. Frt. Agt.....	" " " " "
F. A. WANN.....	Ass't Gen. Frt. Agt.	Chicago & Alton R.R.
F. H. KINGSBURY...	" " " " " "	Pitts., Cin. & St. L. R'y.
A. H. MCLEOD.....	Gen. Frt. Agt.....	Cin., Ham. & D. R.R.
G. J. GRAMMER.....	" " " " " "	E. & Terre Haute R.R.

ALBERT FINK,

C. W. BULLEN,

Chairman.

Secretary.

H. C. BLYE,

N. GUILFORD,

General Agent.

Assistant to Commissioner.

I.—IRREGULARITIES AT ST. LOUIS.

The Chairman referred to the irregular practice of St. Louis roads, in billing to interior points at low special rates shipments really intended for Eastern destinations, by which the agreed through rates were indirectly cut, and the business evaded the St. Louis pool.

After a full discussion of the subject, without arriving at any final results, it was considered that the best plan to prevent strife was to make a division of traffic from St. Louis, including all Eastbound traffic.

II.—THROUGH RATES AND DIVISIONS FROM LANDINGS ON THE OHIO RIVER.

The representatives of the initial roads interested in the Eastbound traffic from landings on the Ohio River, suggested the following through rates and divisions, which the Standing Committee agreed to consider at its next meeting:

Via CINCINNATI.

	Boat.	Transfer.	Rail.	Through.
Lumber and Staves.....	12 cts.	3 cts.	26 cts.	41 cts.
Grain.....	8 "	3 "	21½ "	32½ "
Spar.....	10 "	3 "	21½ "	34½ "

Via NEW ALBANY.

	Boat.	Transfer.	Rail.	Through.
Lumber and Staves.....	8 cts.	3 cts.	30 cts.	41 cts.
Grain.....	6 "	3 "	23½ "	32½ "
Spar.....	6 "	3 "	25½ "	34½ "

Via EVANSVILLE.

	Boat.	Transfer.	Rail.	Through.
Lumber and Staves.....	8 cts.	3 cts.	30 cts.	41 cts.
Grain.....	5 "	3 "	24½ "	32½ "
Spar.....	6 "	3 "	25½ "	34½ "

Via CAIRO.

	Boat.	Transfer.	Rail.	Through.
Lumber and Staves.....	6 cts.	2 cts.	33 cts.	41 cts.
Grain.....	5 "	2 "	25½ "	32½ "
Spar.....	6 "	2 "	26½ "	34½ "

The meeting then adjourned.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 412.

Issued October 4, 1882.

DIFFERENTIALS UPON WESTBOUND BUSINESS FROM NEW YORK VIA THE NEW LONDON ROUTE.

By agreement with the Central Vermont and Grand Trunk Railway Companies, the following differences below the established all-rail rate, will be made on Westbound business from New York via the New London Route, taking effect

Monday, October 9, 1882, and superseding the present differentials via that route :

to	1st Class.	2d Class.	3d Class.	4th Class.	Sugar, Molasses, etc.
Detroit, Toledo and Canada points,	8 cts.	6 cts.	4 cts.	3 cts.	3 cts.
Chicago and beyond.....	10 "	8 "	6 "	4 "	4 "
Cincinnati, Ind'p'ls, Louisville, etc.,	10 "	8 "	6 "	4 "	4 "

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.





PROCEEDINGS
OF THE
JOINT EXECUTIVE COMMITTEE,

(PASSENGER DEPARTMENT)

AT
MEETING IN NEW YORK,

OCTOBER 10 to 12, 1882.



NEW YORK :
RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.

1882.



PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER
DEPARTMENT), AT A MEETING HELD AT THE OFFICE OF THE
CHAIRMAN, 346 BROADWAY, NEW YORK, OCTOBER 10-12,
1882.

The following roads were represented :

Balt. & Ohio,	C. K. LORD.
Boston & Albany,	E. GALLUP.
Canada Southern,	W. H. HURLBURT.
Clev., Col., Cin. & Ind.,	{ O. B. SKINNER, A. J. SMITH.
Grand Rapids & Indiana,	A. B. LEET.
Ind'p'ls & St. Louis,	{ O. B. SKINNER, A. J. SMITH.
Lake Shore & Mich. Southern,	W. P. JOHNSON.
Louisville & Nashville,	C. P. ATMORE.
Marietta & Cincinnati,	T. P. BARRY.
Michigan Central,	O. W. RUGGLES.
New York Central & H. R.,	{ H. J. HAYDEN, C. B. MEEKER.
New York, Lake Erie & Western,	JNO. N. ABBOTT.
New York, Penn. & Ohio,	A. E. CLARK.
Ohio & Miss.,	W. B. SHATTUC.
Pennsylvania,	J. R. WOOD.
Pennsylvania Co.,	{
Pittsburg, Cin. & St. Louis,	E. A. FORD.
Vandalia Line,	
Wabash, St. L. & Pacific,	H. C. TOWNSEND.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

The Chairman said that the meeting which was called for October 3, to consider the result of the introduction of the differential fare system, had been postponed one week, as the statements necessary for comparison of the business for the month of September, from which time such fares took effect, with previous months, had not been received. Presuming, however, that all the roads had formed an opinion in regard to the operation of the differential fares, the first object of the meeting would be to get an expression of the views of those present on that subject.

A long discussion took place, in which each of the representatives expressed his views, which were generally satisfactory, and it was agreed to leave the fares in operation for the present.

The Chairman then called the attention of the committee to some of the difficulties which had occurred in carrying out the agreement at Chicago. Some of the roads had been charged with paying commissions, which had the effect of reducing the fares. The roads to which the business had been diverted denied that they had paid any commissions, and the only way the reduced fares could possibly be accounted for, was by supposing that outside parties were making these reductions with the view of breaking up the agreement.

Also, that it had been charged that the orders accepted from steamship and other agents by the Chicago lines for eastbound tickets, were being used improperly, and for the purpose of reducing fares, which was denied, it being explained that such orders were accepted at full fares only. A full discussion of the points in question by the committee, resulted in the following action :

INCREASE OF FARES OVER ROUTES UPON WHICH OUTSIDE AGENTS MAY COMBINE TO
BREAK UP THE AGREEMENT.

Resolved, That should it appear that tickets are being sold at reduced fares through the influence of outside parties, by any route over which differential fares have been established, to such an extent as will increase the sales beyond the proportion allowed on basis of the sales for 1881, then the differential fare by such route shall be reduced so as to equalize the business.

NON-ACCEPTANCE OF ORDERS ISSUED BY STEAMSHIP AND OTHER AGENTS.

Resolved, That from and after October 20, 1882, no orders for Eastbound tickets from differential fare points in the West to differential fare points in the East will be accepted from steamship or other agents, except from such parties as may be especially authorized by mutual agreement.

In accordance with the conditions of the foregoing resolution, the Michigan Central, Canada Southern, and New York, Lake Erie & Western Railroads jointly, were requested by the Commissioner to raise the first class fare from Chicago to New York by that route from the agreed fare of \$18.50 to \$19, to which those roads consented; the increase to be made on October 12.

DIFFERENTIAL FARES BETWEEN INTERMEDIATE POINTS.

The establishment of such fares was discussed without action.

SECOND DAY, *October 11, 1882.*

ADOPTION OF CONTINUOUS TRAIN PASSAGE TICKETS FROM DIFFERENTIAL FARE POINTS
TO DIFFERENTIAL FARE POINTS.

Resolved, That on and after October 20, 1882, any road selling tickets from differential fare points to differential fare points, including Philadelphia, Baltimore and Washington, whether the road issuing the ticket, or whether any of the intermediate roads over which the ticket reads, are members of the Joint Executive Committee or not, must adopt the continuous train ticket for limited or special fares.

BASIS FOR UNLIMITED TICKET FARES BETWEEN DIFFERENTIAL FARE POINTS.

Resolved, That on and after November 1, 1882, fares for unlimited tickets between differential fare points, including Philadelphia, Baltimore and Washington, shall be the sums of the local fares, except by mutual agreement.

On motion, a committee of five was appointed to prepare a form of continuous train passage ticket for use between differential fare points, and to formulate instructions requiring the adoption of such form as may be agreed upon.

THIRD DAY, *October 12, 1882.*

The committee appointed to prepare a form of continuous train passage ticket, reported as having taken no action, and was discharged.

Subsequently, a committee consisting of the General Passenger Agents of the Trunk Lines, and Mr. E. Gallup, G. P. A., Boston & Albany R. R., was appointed for the same purpose, to report at next meeting.

The question of protection for members of this committee as against roads which are not members, was discussed with the following result:

RELATIONS WITH COMPANIES NOT MEMBERS OF THE JOINT EXECUTIVE COMMITTEE.

Resolved, That companies not members of the Joint Executive Committee, but which desire to exchange or transact business with any of the companies members of the Joint Executive Committee, shall be subject to the same rules and conditions, and entitled to the same protection of their interests, as companies members of the Joint Executive Committee.

The Commissioner is requested to secure the co-operation of all such companies in carrying out the agreements of the Joint Executive Committee.

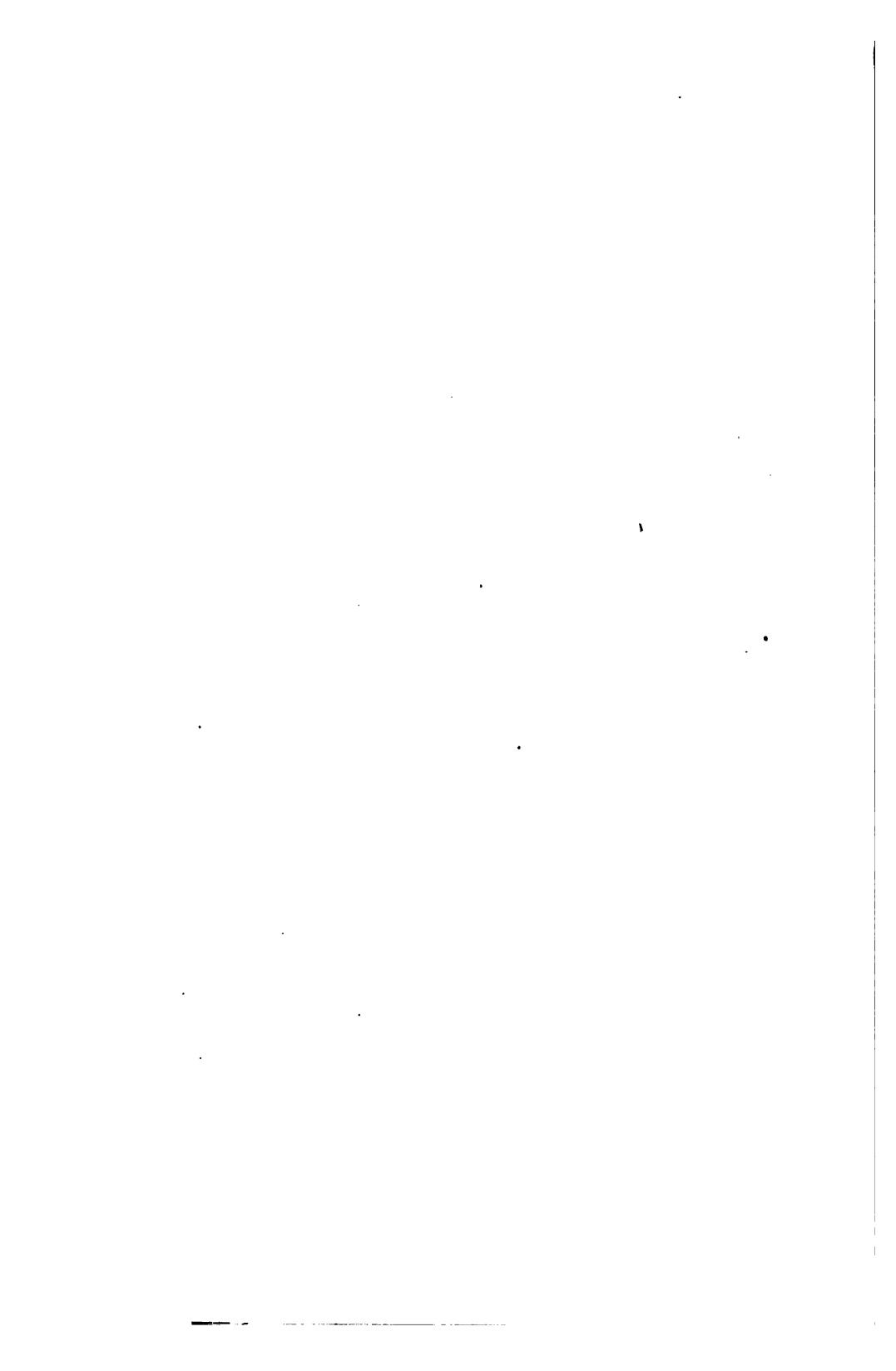
Companies not members of the Joint Executive Committee, but interchanging passenger traffic with members of the Committee, that may be ascertained to be making fares or paying commissions, or taking other action inconsistent with the rules of the Joint Executive Committee, should be advised of such rules, and requested to conform to them within a specified and reasonable time. Failing to respond or act upon such request, the Joint Executive Committee will protect its own members and the revenues of their companies, by declining to interchange passenger business with such roads.

On motion, it was agreed that the establishment of differential fares to and from the principal intermediate common points within the territory covered by the roads represented on this committee, and the completion of the contract between the western roads for division of passenger earnings, with the adoption of percentages under which such division will be made, shall be the special subjects for consideration at the next meeting,

Adjourned to Wednesday, November 22, 1882, at office of the Chairman, New York.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.



CIRCULAR No. 413.

Issued October 12, 1882.

RULES FOR ISSUING THROUGH BILLS OF LADING ON EXPORT TRAFFIC VIA NEW YORK AND BOSTON.

The following agreement has been made between the New York Central & Hudson River, New York, Lake Erie & Western, and Pennsylvania Railroad Companies, in regard to the foreign freight business via New York and Boston, and is to be strictly observed by all agents working over said roads :

All requests for ocean or through rates, also applications for refusal of ocean tonnage, either steam or sail, via the ports of New York or Boston, must be made by telegram or letter direct on the Eastern Foreign Freight Agents.

No through rates must be made, authorized or quoted, based on an ocean rate furnished by steamship agents, shippers, or through any other channel than as above stated. All contracts and engagements must be reported to the Eastern Foreign Freight Agents only.

No through bills of lading must be signed, except the regular forms furnished by the railroad freight lines in interest ; and such through bills of lading must not be signed where the through rate is based on an ocean rate quoted by any other than the foreign freight offices as above named.

When property is contracted by steamship lines or their western agents, a local (inland) bill of lading only must be issued, consigning the property to the care of the steamship line by which it is to be forwarded from the seaboard. The only rate appearing on the bill of lading to be the rail carriage to the seaboard ; a copy of the local bill of lading, and full manifest of billing, must be sent to the Foreign Freight Agent at New York or Boston, as soon as goods are forwarded from the West.

Property shipped in this manner will be tendered to the agents of the lines as consigned, upon arrival at the seaboard, without regard to the "lot" or bill of lading quantity, and the property must be removed from the premises of the railroad within three days of such tender, or notice of arrival, or it will be placed in store at the expense and risk of owners or consignees.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 414.

Issued October 13, 1882.

CHANGE IN, AND ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk lines have agreed to the following change in, and addition to the Classification of Westbound Freight, to take effect Saturday, October 14, 1882 :

CHANGE IN CLASSIFICATION.

<i>The present Classification is :</i>	<i>Changed to read :</i>
Antimony, metal.....4	Antimony, metal, in boxes.....2
	Antimony, metal, loose or in slabs.4

ADDITION TO CLASSIFICATION.

Flour, in boxes.....2

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 415.

Issued October 13, 1882.

RATES ON LUMBER AND TENTH CLASS TAKING EFFECT NOVEMBER 1, 1882.

The basis of Eastbound rates on Lumber and Tenth Class will be as follows, *from November 1, 1882, to March 31, 1883 :*

From Chicago to New York.....	35 cents per 100 lbs.
From Chicago to Boston.....	40 cents per 100 lbs.

The above guaranty of time does not apply to points in New England taking Boston rates.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 416.

Issued October 16, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the Classification of Westbound Freight, *taking effect Tuesday, October 17, 1882*:

Telegraph Insulator Pins, in hhds.....4

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 417.

Issued October 20, 1882.

ADVANCE IN WESTBOUND RATES.

Commencing *Wednesday, November 1, 1882*, the rates on Westbound Freight will be on the following basis, viz.:

NEW YORK TO CHICAGO.

	1st Class.	2d Class.	3d Class.	4th Class.
Cents per 100 Lbs.....	75	60	45	35

The special rate on Sugar, Molasses, and Syrups, and on Paving Stones, is hereby abolished, and the rates on these articles will be governed by the Official Westbound Classification.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 418.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT EXECUTIVE COMMITTEE,
AT A MEETING HELD AT THE OFFICE OF THE CHAIRMAN, 346 BROADWAY,
NEW YORK, ON OCTOBER 18, 1882.

Present :

H. J. HAYDEN, Gen'l Traffic Manager, N. Y. C. & H. R. R.R.
R. C. VILAS, Gen'l Freight Agent, N. Y., L. E. & W. R.R.
JNO. S. WILSON, Gen'l Freight Agent, Pennsylvania R.R.
O. J. GEER, General Agent, Pennsylvania R.R.
FRANK HARRIOTT, Gen'l Freight Agent, Balt. & Ohio R.R.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

N. GUILFORD,
Asst. to Commissioner.

H. C. BLYE,
General Agent.

I.—SETTLEMENT OF ADDITIONAL EXPENSE INCURRED IN DIVERTING TRAFFIC.

The question as to whether any roads but the road in deficit should be required to participate in the expense of transferring freight diverted in evening balances, was under consideration ; and it was

Resolved, That in the opinion of this Committee, the additional expense incurred in diverting freight for the purpose of evening balances at Eastern or Western points, should be paid by the road in deficit, and *prorated* between the roads over which such diverted traffic passes ; but that the charge for this additional expense should be fixed by agreement between the initial roads and duly approved by the Commissioner, and paid by vouchers to be submitted to, and approved by the Commissioner, before settlement therefor is made between the roads in interest.

II.—EASTBOUND RATES FROM POINTS NOT ON EASTBOUND PERCENTAGE TABLE.

In view of the great lack of information regarding East-bound through rates from points not named in the percentage table, and in order to arrive at a full understanding as to the authorized rates and divisions of rates from the points in question, the Commissioner was requested to obtain from West-

ern roads, statements of all through rates, and divisions of same, from all points not named in the Eastbound percentage table, when the same should be issued by him by official circular to all parties interested.

It was also agreed, that any changes thereafter made in rates from such points, should not take effect until reported to the Commissioner, and officially issued by him.

III.—THROUGH RATES AND DIVISIONS FROM SOUTHERN TO EASTERN POINTS.

There appearing to be a want of understanding between the parties interested as to the proper rates to be used on traffic from points South of the Ohio River to Eastern cities, and many of the rates in use apparently having been adopted without conference with, or notice to the roads in interest, and no record of them having been furnished the Commissioner, in order that a proper "check" may be had upon the traffic in question which will secure the maintenance by all lines of authorized rates on competitive business, the following resolution was adopted :

Resolved, That the Commissioner shall issue an official circular, to take effect Wednesday, November 15, 1882, showing the authorized through rates and divisions to be used on traffic from points South of the Ohio River to Eastern cities via Cairo, Evansville, Louisville, Jeffersonville, New Albany and Cincinnati; and that on and after that date no through rates and divisions will be accepted on traffic from Southern points, except those issued from time to time by circulars from the Commissioner's office, and thereafter the tariff rates from the Ohio River points named will be charged on all traffic from Southern to Eastern points not covered by rates issued by the Commissioner.

In compliance with the requirements of the foregoing resolution, it was agreed that the Commissioner should request the Southern roads to furnish him at once a statement of all through rates and divisions, and the basis on which the divisions are made, from all points reached via their lines, from which it is desired to make through rates to Eastern cities.

Adjourned.

ALBERT FINK,

C. W. BULLEN,

Chairman.

Secretary.

CIRCULAR No. 419.

Issued October 25, 1882.

ADOPTION OF REVISED CLASSIFICATION.

The vote upon the adoption of the additions and changes in the "Official Classification of Eastbound Freight," as per Joint Executive Committee Circular No. 409, being in the affirmative (only three votes in the negative being reported), the revised classification is adopted, and will take effect on Monday, November 6, 1882.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 420.

Issued October 25, 1882.

RATES TO MISSOURI RIVER POINTS.

By agreement with the Southwestern Railway Association, the following through rates and divisions from New York to Missouri River Points will take effect on November 1, 1882:

NEW YORK TO MISSOURI RIVER POINTS.	1st Class.	2d Class.	3d Class.	4th Class.
<i>Via CHICAGO.</i>				
From Chicago to Missouri River Points.....	84c.	66c.	49c.	32c.
From New York to Chicago.....	75c.	60c.	45c.	35c.
Total Rate, New York to Missouri River Points.....	\$1 59	\$1 26	94c.	67c.
<i>Via ST. LOUIS.</i>				
From E. St. Louis to Missouri River Points.....	70c.	55c.	40c.	25c.
From New York to E. St. Louis....	89c.	71c.	54c.	42c.
Total Rate, New York to Missouri River Points.....	\$1 59	\$1 26	94c.	67c.

Rates west of Chicago and Mississippi River, on Sugar, Molasses and Syrups, in car loads from the seaboard, and destined to Missouri River points, are four (4) cents lower than the fourth class rates, making the through rate on these articles in car loads sixty-three (63) cents.

Rates and divisions via all East Mississippi River points same as via East St. Louis. The usual differences from other seaboard cities.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 421.

Issued October 27, 1882.

RATES TO NASHVILLE AND MEMPHIS.

Commencing Wednesday, November 1, 1882, and until further notice, the following rates to Nashville and Memphis will be made, as per agreement with the Virginia, Tennessee and Georgia Air Line :

RATES TO NASHVILLE, TENN.

FROM NEW YORK.	1st Class.	2d Class.	3d Class.	4th Class.	5th Class
<i>Via LOUISVILLE.</i>					
To L. & N. R.R. Depot, Louisville, Ky.....	84c.	69c.	53c.	42c.	
From L. & N. R.R. Depot to Nashville, Tenn.....	25c.	20c.	16c.	12c.	
Total Rate, New York to Nashville, Tenn.....	\$1 09	89c.	69c.	54c.	
<i>Via VA., TENN. & GA. AIR LINE</i>	\$1 01	83c.	66c.	53c.	51c.

RATES TO MEMPHIS, TENN.

FROM NEW YORK.	1st Class.	2d Class.	3d Class.	4th Class.	5th Class.
<i>Via LOUISVILLE.</i>					
To L. & N. R.R. Depot, Louisville, Ky.....	84c.	69c.	53c.	42c.	
From L. & N. R.R. Depot to Memphis, Tenn.....	30c.	24c.	20c.	16c.	
Total Rate, New York to Memphis, Tenn.....	\$1 14	93c.	73c.	58c.	
<i>Via VA., TENN. & GA. AIR LINE</i>	\$1 . 6	87c.	69c.	56c.	54c.

Sugar, Molasses and Syrups will be rated as fourth class.
The usual differences from other seaboard cities.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Commissioner.

CIRCULAR No. 422.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT EXECUTIVE COMMITTEE, AT A MEETING HELD AT THE OFFICE OF THE CHAIRMAN, 346 BROADWAY, N. Y., ON WEDNESDAY, NOVEMBER 1, 1882.

Present :

H. J. HAYDEN,	Genl. Traffic Mgr.	N.Y.C. & H. R. R.R.
R. C. VILAS,	Genl. Frt. Agt.	N.Y., L.E. & W.R.R.
JNO. S. WILSON,	Genl. Frt. Agt.	Pennsylvania R.R.
FRANK HARRIOTT,	Genl. Frt. Agt.	Balt. & Ohio R.R.
O. J. GEER,	Genl. Agt.	Pennsylvania R.R.
WM. STEWART,	Genl. Frt. Agt.	Pennsylvania Co.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Commissioner.

H. C. BLYE,
General Agent.

N. GUILFORD,
Assistant to Commissioner.

**I.—RATES ON SHIPMENTS FROM WESTERN POINTS TO BOSTON, MASS., ON INLAND
BILLS OF LADING, BUT DESTINED TO HALIFAX, N. S.**

A question having arisen as to what were the proper rates to charge on freight shipped from western points to Boston, Mass., on inland bills of lading, though the shipments were consigned to Halifax, N. S., it was unanimously

Resolved, That all shipments from western points to Halifax, N. S., should be billed to Boston at the established rates on inland traffic—unless the shipments were forwarded under through bill of lading to destination, and that on all shipments to Boston on inland bills of lading, reshipped to Halifax, the rebate will be settled by vouchers approved by the Commissioner.

II.—RATE ON EXPORT STAVES.

Mr. Guilford read letters received from Messrs. G. J. Grammer, G. F. A., Evansville & Terre Haute R.R., and J. M. Culp, G. F. A., Louisville & Nashville R.R., regarding the necessity of reducing the rate on Export Staves, in order to induce shipments to the East via all rail.

After a general discussion of the subject, and after hearing certain statements concerning the great expense of handling Export Staves at Baltimore and New York, the conclusions of the Committee were, that, while a serious reduction in rate would no doubt be necessary to move by rail any considerable quantity of Export Staves from the territory tributary to the Ohio River, in competition with the barge lines to New Orleans, it was not expedient at this time to make any reduction in the rates in order to meet the competition of the New Orleans route.

**III.—AGENTS NOT TO QUOTE OCEAN RATES NOT RECEIVED FROM STEAMSHIP LINES,
NOR CONTRACT FOR ROOM IN ADVANCE.**

The question having been brought up whether it was proper for agents to quote ocean rates not actually received from, and authorized by the steamship lines, or for the Foreign Freight Agents to contract with the steamship lines for room before having secured freight to fill the room, it was considered that such practices were improper; and it was agreed by the Trunk Lines that they should be strictly prohibited.

**IV.—RATES FROM LOCAL WESTERN POINTS, BY ROADS HAVING NO DIRECT ACCESS
THERE TO.**

The Committee considered the general question as to whether a road having no direct access to any point from which established through rates are made, should be permitted to allow the originating road an arbitrary out of the established through rate from that point which will not allow the full tariff rate from junction point.

It was the opinion of the Committee that, in general, shipments from all such points should take from the nearest Eastern prorating point, the established tariff rate; but that it was inadvisable to make any fixed rule upon the subject, and that each individual case should be taken up and acted upon separately.

V.—RATES ON COTTON FROM NEW ORLEANS AND MOBILE.

The subject of all-rail rates on Cotton from New Orleans and Mobile was considered. It was the conclusion of the Committee, that owing to the low rates prevailing from these cities to Eastern points, it was not expedient to resume prorating arrangements on this traffic.

VI.—RATES AND DIVISIONS ON COTTON FROM VICKSBURG, JACKSON AND HICKORY, MISS.

Rates and Divisions on Cotton from Vicksburg, Jackson and Hickory, Miss., to Eastern cities, via Meridian, submitted by I. Hardy, G. F. A., Vicksburg & Meridian R.R., were considered.

It was the opinion of the Committee, that as on shipments from Vicksburg, reaching Ohio and Mississippi River points by boat, the Joint Executive Committee has fixed arbitrary rates east of the river points, the competition on this business should be considered local to the rail and the water lines between Vicksburg and Cincinnati, etc., and that it should not affect the rates charged north of the Ohio River.

The meeting then adjourned.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 423.

Issued November 4, 1882.

CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE.

Meetings of the Joint Executive Committee and Sub-Committees will be held at this office on the following days :

On Tuesday, November 14,

The Chicago Committee will meet at 11 a. m. to consider all questions regarding the Division of Traffic and the adjustment of rates from Joliet and Seneca.

On Wednesday, November 15,

The Joint Executive Committee will meet at 11 a. m. The principal subjects to be considered are :

First.—The adjustment of tariffs from Western cities to interior points, in order to prevent their interference with the established through rates to Eastern points, by the practice known as "short billing."

Second.—Agreement upon the division of through rates with common connections.

Third.—Establishment of uniform switching charges to elevators at competing commercial centres.

On Thursday, November 16,

The St. Louis Committee will meet at 11 a. m. to consider all questions regarding the Division of Live Stock and Dead Freight Traffic. Arguments to be heard by Arbitrator on appeal from recommendation of Commissioner.

On Friday, November 17,

The Cincinnati Committee will meet at 11 a. m. to consider all questions pending regarding the Division of Traffic. Arguments to be heard by Arbitrator on appeal from recommendation of the Commissioner.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 424.

Issued November 10, 1882.

MINIMUM WEIGHT PER CAR ON BASE BULLION, ETC.

At a meeting of the Standing Committee of the Joint Executive Committee, held Thursday, November 9, 1882, the recommendation of the Eastbound Classification Committee regarding the minimum weight per car on shipments of Base Bullion, Base Metal and Pig Lead (see Joint Executive Committee Circular No. 409), was considered, and the following resolution unanimously adopted :

Resolved, That the action taken on September 23, 1880, regarding the minimum weight per car on shipments of Base Bullion, etc. (see Joint Executive Committee Circular No. 215), is hereby rescinded, and that, commencing November 15, 1882, the lines east of the Mississippi River will charge a minimum of 24,000 pounds per car on shipments of Base Bullion, Base Metal and Pig Lead, same as on other analogous property, and when car loads exceed 24,000 pounds actual weight will be charged for.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 425.

Issued November 13, 1882.

RULES REGARDING STORAGE AND DELIVERY OF FLOUR AT NEW YORK.

At a meeting of the representatives of the New York Central and Hudson River, New York, Lake Erie and Western, and Pennsylvania Railroads, held on Saturday, November 11, 1882, the following resolutions were adopted :

Resolved, That the following rules regulating storage and delivery of Flour in New York Harbor, set forth in Joint Circular, issued by the Pennsylvania, the New York, Lake Erie & Western, and the New York Central & Hudson River Railroad Companies, and dated September 8, 1879, shall be strictly enforced on and after December 1, 1882, upon all Flour then on hand or arriving thereafter :

RULES REGULATING STORAGE AND DELIVERY OF FLOUR IN NEW YORK HARBOR.

Commencing October 1, and until further notice, the said railroad companies agree—

First. All Flour shipped to New York direct for delivery at the railroad company docks, will be held, subject to the conditions expressed in the sixth clause

of this agreement, for a period not exceeding *five* (5) days (Sundays, legal holidays, and day of notice of arrival not included), free of expense.

Second. All Flour shipped "lighterage free," and which the consignees may desire delivered at the railroad's docks in New York, will be delivered at such docks, allowing the same time as provided in the section above; provided consignees notify the railroads previous to arrival of the property, of their desire to have the same so delivered. If, however, the Flour is ordered delivered to the railroad company's docks in New York subsequent to arrival, it shall be subject to a charge of five (5) cents per barrel, which charge shall include the additional storage or holding on the docks of not exceeding five (5) days.

Third. All Flour shipped "lighterage free," and notice having been given consignee of its arrival, if not ordered under the second clause hereof, will be held by the railroad companies, subject to order of consignee, for a period not exceeding ten (10) days (Sundays, legal holidays, and day of notice of arrival not included), free of expense; but if at the expiration of ten days consignees fail to order delivery at the company's docks or depots, or at some other point of lighterage delivery, the railroad companies will put the property afloat, in which event, while afloat, it shall be subject to the demurrage charges specified in the following clause hereof, and if thereafter ordered delivered at the docks or depots of the railroad companies, it shall pay the specified demurrage charges and five (5) cents per barrel for such delivery.

Fourth. Consignments of five hundred barrels and over, notice of arrival of which at point of delivery is given before three (3) o'clock p. m. that day and the two following working days, ending at six (6) o'clock p. m. of the last day, without regard to the weather, will be deemed lay days without charge; but, after the expiration of that period, demurrage will be charged at the rate of six (6) dollars per boat per day, irrespective of the number of barrels of flour from each boat, not exceeding one thousand barrels.

Fifth. All freight charges on Flour shall be paid upon presentation of the freight bills by the railroad companies, provided the same are not presented before arrival of the property.

Sixth. All Flour held at depots or docks in New York or Jersey City, in accordance with or in consequence of the foregoing agreement, shall be subject to the conditions expressed in the bill of lading under which flour is shipped.

Seventh. If the Flour provided for in sections one and two is not removed at the expiration of the time mentioned therein, it will be stored at the risk and expense of the owner or consignee.

J. L. GOSSLER....Asst. Gen'l Frt. Agt....Penna. R.R.

R. C. VILAS.....Gen'l Frt. Agt.....N. Y., L. E. & W. R.R.

E. CLARK, JR.....Gen'l Frt. Agt.....N. Y. C. & H. R. R.R.

New York, Sept. 8, 1879.

Resolved, That this agreement shall also apply to Flour in sacks, which shall be rated as equivalent to 200 lbs. per barrel.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 426.

Issued November 13, 1882.

CHARGES AND REBATES ON LIVE STOCK SHIPMENTS.

At a meeting of the Standing Committee of the Joint Executive Committee, held on Saturday, November 11, 1882, it was agreed :

That in cases where the established minimum weights are exceeded upon Live Stock shipments, which are reloaded and reweighed at the western terminus of the Trunk Lines, the actual weight at point of shipment shall be the basis of the charges and rebates from point of shipment to the reweighing point, and the actual weights as ascertained at such reweighing point, shall be the basis of freight charges and rebates from thence to destination.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 427.

*Issued November 13, 1882.*CALL FOR MEETING OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER DEPARTMENT),
NOVEMBER 22, 1882.

In accordance with action of the Joint Executive Committee (Passenger Department), at meeting of October 10 to 12, the next meeting will be held at this office on November 22, 1882.

Some of the roads interested have not furnished their statements of traffic between differential fare points for the month of October ; it is requested that they be forwarded as early as practicable.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.





PROCEEDINGS

OF THE

JOINT EXECUTIVE COMMITTEE,

AT

MEETING HELD IN NEW YORK,

NOVEMBER 15 AND 16, 1882.



NEW YORK:

RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.

1882.



PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE, AT A
MEETING HELD AT THE OFFICE OF THE CHAIRMAN, NEW
YORK, NOVEMBER 15 and 16, 1882.

The following companies were represented :

Balt. & Ohio,	{ FRANK HARRIOTT, C. S. WIGHT.
Canada Southern,	{ W. P. TAYLOR, W. H. PERRY.
Chicago & Alton,	{ C. H. CHAPPELL, H. H. COURTWRIGHT.
Chicago & Grand Trunk,	{ S. R. CALLAWAY, G. B. REEVE.
Cin., Ham. & Dayton,	A. H. McLEOD.
Cin., Ind., St. Louis & Chi.,	M. E. INGALLS.
Clev., Col., Cin. & Ind.,	O. B. SKINNER.
Evansville & Terre Haute,	G. J. GRAMMER.
Fitchburg,	J. WHITMORE.
Grand Trunk,	{ L. J. SEARGEANT, JNO. PORTEOUS.
Grand Rapids & Ind.,	W. O. HUGHART.
Ind. & St. Louis,	O. B. SKINNER.
Ind., Bloom. & Western,	H. C. DIEHL.
Lake Shore & Mich. South.,	{ JNO. NEWELL, G. H. VAILLANT, J. T. R. MCKAY.
Louisville & Nashville,	J. M. CULP.
Louisville, New Albany & Chicago,	E. B. STAHLMAN.
Marietta & Cincinnati,	{ J. H. STEWART, R. M. FRASER.
Michigan Central,	{ H. B. LEDYARD, JNO. A. GRIER.
New York Cent. & Hud. River,	{ J. H. RUTTER, H. J. HAYDEN.

New York, Lake Erie & West., .	{	R. C. VILAS, A. S. BALDWIN.
New York, New Haven & Hart., .		C. P. CLARK.
New York, Penn. & Ohio., . . .		G. G. COCHRAN.
Ohio & Mississippi,		WM. DUNCAN.
Pennsylvania R.R.,	{	FRANK THOMSON, J. S. WILSON, O. J. GEER.
Pennsylvania Co.,)		WM. STEWART,
Pitts., Cin. & St. Louis,) . . .	{	D. S. GRAY, F. H. KINGSBURY, C. L. COLE.
Vandalia Line,		H. W. HIBBARD.
Wabash, St. Louis & Pacific, . .	{	JNO. C. GAULT, A. C. BIRD.

The following companies, members of the Committee, were not represented :

Boston & Albany ; Boston, Hoosac Tunnel & Western ; Chicago, Burlington & Quincy ; Detroit, Grand Haven & Milwaukee ; Detroit, Lansing & Northern ; Lake Erie & Western ; New York & New England ; Peoria, Decatur & Evansville ; Troy & Boston.

The following gentlemen were present during the session :

L. Millis, S. T. F. T., Central Vermont R.R.; H. A. Snyder, General Agent, Philadelphia & Reading R.R.; W. H. Grout, G. F. A., C., T. V. & W. R'y.; T. C. Moore, Joint Agent, Chicago ; R. M. Moore, Joint Agent, St. Louis.

ALBERT FINK,

Chairman.

N. GUILFORD,

Ass't. to Commissioner.

C. W. BULLEN,

Secretary.

H. C. BLYE,

General Agent.

FIRST DAY, WEDNESDAY, *November 15, 1882.*

ADDRESS OF THE CHAIRMAN.

At the conclusion of the roll-call, the Chairman said :

For some eight months, since March 13, 1882, the Trunk Lines have very effectually maintained the tariffs established by this Committee, and you are fully aware that to their continued efforts to have the rates maintained throughout the territory in which the roads of the Joint Executive Committee are located, peace has so far been maintained. But I regret to have to call your attention, at this meeting, to some irregularities, which, notwithstanding these efforts, have been practiced by some of the western roads, who have evaded the through rates by indirect means, and especially by the practice of "short billing."

This practice, which has been in use at some western points, notably St. Louis and Peoria, consists in contracting and billing to intermediate points at special rates, traffic really destined to the seaboard. Grain has been taken locally from E. St. Louis to Urbana, O., and there rebilled to New York at tariff rate, arriving in New York in the same cars in which it was loaded in St. Louis, at a total cost of 24 cents per 100 ; the through rate, St. Louis to New York being 29 cents per 100. Freight has also been taken locally from E. St. Louis to Cleveland, Bloomington, Fostoria and other points, and there reshipped to the seaboard, the sum of the rates being less than the established through rate.

If allowed to continue, the unavoidable result of this practice must be to demoralize the rates on all through business ; and in order to take the proper measures to correct the evil, the causes which have given rise to it must be considered.

These are probably to be found in the fact that at St. Louis, and other points similarly situated, the only rates which are established by the common agreement of all lines are the through all-rail rates to the seaboard. The roads having lake connections make as low rates as they please, either locally to lake ports or through by lake-and-rail to eastern cities. In this way the rates to lake ports are in some cases

made so low that the property can be reshipped thence via rail to eastern cities, at a lower rate than the established through rate.

The roads which have no lake connections, seeing their traffic diverted to the other roads by the methods above described, make low special rates to their eastern termini or other interior points; and if this alone does not enable them to successfully compete with the rates of the Lake roads, the practice of fictitious billing is resorted to, by which the shipment is represented as originating at another point than the one from which it was actually shipped. The eastern roads being induced, by means of this deception, to accept less than their proportion of St. Louis rates.

This matter having been considered by the Trunk Line Executive Committee, in the early part of October last, the following recommendations were made:

1. That the division of dead freight traffic at St. Louis shall include all east-bound dead freight traffic (local and through) from St. Louis.
2. That fixed through rates be agreed upon, on all rail-and-lake traffic to the seaboard, from St. Louis; and that local rates from St. Louis to the Lake ports, or eastern termini of the initial roads, shall be established and strictly maintained by agreement between the western roads.
3. That all through billing shall show original starting point of shipments, together with all advance charges and divisions of the through rate, whether any portion of the same has been prepaid or not.

The Wabash, St. Louis and Pacific Railway Co., agreed at that time to make no more lake-and-rail contracts this season; and this fact, in connection with the near approach of the close of lake navigation, may, for the time, overcome the difficulty at St. Louis. The subject should, however, be fully considered and an agreement arrived at, as to the basis on which through lake-and-rail rates shall be made, in order that the same complications cannot arise next year.

The close of navigation, while removing one of the causes which led to these irregular practices, it is feared will not stop them. This meeting has been called for the special purpose of devising means for a strict observance of the tariff rates in the territory west of the Trunk Lines.

~ a means of accomplishing this, it is proposed that this

Committee agree upon the rates from western points to points short of, and to the western termini of the Trunk Lines. We have never had such an agreement; for example, there are no fixed and agreed rates from St. Louis to Indianapolis, Cincinnati, Cleveland or Buffalo. If the western roads can make any rates they please to those points, and make them less than the proportion of the through rate, they can readily, by the method of "short billing," reduce the through rate at pleasure.

Another great difficulty has been experienced from the want of equitable divisions of the established rates by one road between its common connections, and it is proposed that this Committee should take up this subject, and adopt some plan that will prevent unjust discrimination. In making unjust divisions of rates the effect upon competing roads may be the same as when a direct cut in rates is made, and hence the necessity of joint action.

The third point to be acted upon is to adopt means that will effectually stop what has been called "short billing." This practice is reprehensible. To represent officially in way-bills freight as coming from a point, when it originates at another point, with the view of deceiving connecting and competing roads, is a species of cheating which should be eliminated from railroad operations altogether. The result of such deception must finally be general confusion, general cutting of rates, and want of all confidence between railroad officers.

I have now named the principal questions to be considered and to be acted upon by this Committee. There are others which, although of less importance, ought to be taken up; for example, the establishment of uniform switching charges to elevators at competing commercial centres. The people at Chicago complain that the people at Detroit, Peoria and other places have free access to elevators, while at Chicago charges are made to the shipper. The Committee should adopt some general rule by which like charges for like services should be made in the different competing cities. Other important questions will be brought before the local committees, such as the dressed beef question, adjustment

of rates from Joliet, Seneca, etc., and they need not now occupy the time of the General Committee.

There have been applications made for membership of the Joint Executive Committee, by the Buffalo, New York and Philadelphia Railroad, and the Louisville, New Albany and Chicago Railroad companies. If no objection is made, these companies will be admitted as members of the Committee.

No objection being made, the Chairman declared these roads unanimously elected.

The meeting is now ready to proceed to business.

161.—ADJUSTMENT OF TARIFFS FROM WESTERN CITIES TO INTERIOR POINTS.

After a general discussion regarding the proper adjustment of tariffs from western cities to interior points, and the necessary measures to be adopted to prevent fictitious billing, the following resolutions were offered, and unanimously adopted :


Resolved, That the representatives of the railroad companies on the Joint Executive Committee consider that the practice of fictitious billing is opposed to the best interests of the railroad companies, and is unjustifiable in all other respects ; and it is hereby

Resolved, That any officer of the railroad companies represented on the Joint Executive Committee, who shall hereafter allow or be a party to any fictitious billing, shall be expelled from this association.

The following resolution, offered by Mr. Duncan, was adopted :

Resolved, That the question of rates to the termini of these different lines be referred to the committee of the initial roads at St. Louis, Indianapolis, Peoria, etc., for consideration, with instructions from this body that they make their rates high enough to protect the through all-rail rates that are established, and report to this meeting at some future time.

162.—ACTION OF STANDING COMMITTEE REGARDING RATES FROM SOUTHERN TO EASTERN POINTS.

The Chairman said, that as the members of this Committee had been advised by official circular, the Standing Committee had had under consideration the subject of through rates and divisions of rates from southern to eastern points,  which there had heretofore been no proper understanding and that in accordance with Circular No. 418, no

through rates and divisions will be accepted after November 15, on traffic from southern points, except those issued from time to time from this office, and that after that date the tariff rates from Ohio and Mississippi River points will be charged on all traffic from southern to eastern points not covered by the rates issued from this office.

The Committee then adjourned to meet at 2:30 p. m.

The Committee reassembled at 4:30 p. m.

163.—REPORT OF ST. LOUIS COMMITTEE.

The St. Louis Committee submitted the following report, which was accepted :

The following resolution, on motion of Mr. Duncan, seconded by Mr. Bird, was unanimously carried, all roads voting in the affirmative :

For the purpose of protecting the established through rates, the St. Louis lines hereby agree, that on and after Monday, November 20, 1882, they will charge on all eighth-class freight, including grain and flour, which may be consigned to the points herein named, the following rates :

From East St. Louis, until rates from Chicago to the seaboard are advanced, viz. :

Terre Haute.....	5 cents per 100 lbs.
Bloomington.....	6 " " " "
Indianapolis.....	6 " " " "
Chicago.....	7 " " " "
Cincinnati.....	8 " " " "
Dayton.....	9 " " " "
Louisville.....	10 " " " "
Toledo.....	10 " " " "
Detroit.....	10 " " " "
Cleveland.....	11½ " " " "

It is understood and agreed that eighth-class rates to all competing points west of Cleveland and Pittsburgh, and east of Dayton, shall not be less than the Cleveland rate, and that eighth-class rates to all points south or west of Dayton shall not be less than 8 cents per 100 lbs.

164.—REPORT OF THE CINCINNATI COMMITTEE.

The Cincinnati Committee made the following report, which was accepted :

The Cincinnati Lines, each for themselves, agree that they will in no case make a less rate to their terminal or other intermediate points than their proportion of tariff rates all-rail to New York on like traffic.

165.—REPORT OF THE INDIANAPOLIS COMMITTEE.

The Indianapolis Committee made the following report, which was accepted :

The Indianapolis Lines adopt the same resolution as adopted by the Cincinnati Committee.

On motion, the meeting adjourned to Thursday, November 16, at 10½ a. m.

SECOND DAY, THURSDAY, *November 16, 1882.*

The Committee reassembled, pursuant to adjournment, at 11.50 a. m.

166.—RATES FROM WESTERN COMPETING POINTS TO INTERIOR POINTS.

On motion of Mr. Gray, it was

Resolved, That the subject of making rates from competitive points in the West, to Toledo, Detroit, Buffalo, Pittsburgh, Bellaire, Parkersburg, Salamanca, Sandusky, and other crossing or connecting points with eastern through lines and routes, be referred to a Special Committee to consider the practicability of arranging a table of percentages, to be agreed to, and used thereafter, in the making of rates from western points to the points referred to.

The Chairman stated that said committee would consist of one representative from each of the western roads, and appointed Mr. F. H. Kingsbury, chairman of same.

167.—THROUGH RATES AND DIVISIONS OF RATES FROM INTERIOR WESTERN POINTS.

On motion of Mr. Stahlman, it was

Resolved, That as the present method of making through rates and divisions of rates from interior points in the West, is not satisfactory to many of the western roads, a Committee, consisting of one representative from each of the western roads, is hereby appointed to suggest modifications in said rates and divisions, and to submit their report for the approval of the Joint Executive Committee.

The Chairman stated that he would refer this question to the committee appointed to consider rates from western competing points to interior points.

168.—DIVISION OF THROUGH RATES WITH COMMON CONNECTIONS.

On motion, the subject of the division of through rates with common connections was also referred to the committee appointed to consider rates from western commercial centres to interior points.

169.—REPORT OF THE PEORIA COMMITTEE.

Mr. Bird stated that Mr. H. C. Diehl and himself were the only members of the Peoria Committee present at the meeting, and that they had agreed to submit the following report, but that to secure the adoption of the recommendations therein contained, it was necessary to secure the concurrence of the other Peoria roads:

For the purpose of protecting the established through rates, the undersigned hereby recommend that on and after Monday, November 20, 1882, and until rates from Chicago to the seaboard are advanced, they will charge on all eighth-class freight, including flour and grain, which may be consigned or billed to points herein named, the following rates:

From Peoria and Pekin to Toledo, Detroit and Sandusky, each, nine cents (9c.); to Cleveland, ten and one-half cents (10½c.); Cincinnati, eight cents (8c.); Louisville, ten cents (10c.); Indianapolis, six cents (6c.); Terre Haute, five cents (5c.); Paris and Mattoon, each, five cents (5c.); Evansville, seven cents (7c.).

It is understood and agreed that eighth-class rates to any point not named above shall be sufficiently high to prevent cutting of through rates by addition of locals.

H. C. DIEHL, for I., B. & W. R'y.

A. C. BIRD, for W., St. L. & P. R'y.

The Chairman stated that, according to the rules of the Committee, he would have to vote for the members of the Peoria Committee not present at this meeting, and that he would accept for them these rates. If they were not satisfactory to the absent members, they could hereafter be readjusted.

The rates recommended by the Peoria Committee were unanimously adopted.

The Chairman said, that he thought the rates from Peoria could not be maintained except the connections of the initial Peoria roads would agree that in case rates are cut, in the judgment of the Commissioner, the connecting roads would discontinue prorating arrangements with the initial roads, or

roads deviating from the rates, and he asked each of the representatives of the connecting roads, whether they were willing to accept this ruling. The following representatives answered in the affirmative: Messrs. Ledyard, Newell, Seargeant, Stewart, Skinner, Duncan, Hibbard, Perry and Wight.

Mr. Ingalls not being present, the Chairman said he was authorized to vote for him.

170.—REPORT OF CLASSIFICATION COMMITTEE.

The Classification Committee submitted the following report, which was adopted:

NEW YORK, Nov. 15, 1882.

A special meeting of the Permanent Classification Committee being called at the office of the Chairman of the Joint Executive Committee, the following members responded, viz.:

F. H. KINGSBURY, R. M. FRASER, C. L. COLE, A. C. BIRD, H. W. HIBBARD, JNO. PORTEOUS, J. T. R. MCKAY.

In answer to the communication from Mr. J. H. Whitaker, of the Penna. R.R. to Albert Fink, Chairman, in regard to the proper tonnage and rate for Apples, in bbls., the following resolution was adopted, viz.:

Resolved, That the classification of Apples, in barrels, shall remain as at present (same rate per bbl. as flour), but that in billing, the weight shall be computed at 150 lbs. per bbl., and the rate given in rate column and extension in freight column shall be at the rate per bbl.

All terminal charges and bridge tolls to be deducted on basis of 150 lbs. per bbl. at the rate per 100 lbs., as charged by bridge or transfer companies and for pool tonnage reports.

Respectfully submitted,

F. H. KINGSBURY,
Chairman.

J. T. R. MCKAY,
Secretary.

171.—ADVANCE IN EASTBOUND RATES.

The next subject considered by the Committee, was the advisability of advancing eastbound rates.

The following resolution was unanimously adopted:

Resolved, That, commencing Friday, December 1, 1882, eastbound rates be advanced to the basis of 35 cents per 100 lbs. on seventh class, and 30 cents per 100 lbs. on eighth class, Chicago to New York.

172.—TIME CONTRACTS ON SHIPMENTS OF STONE FROM WESTERN TO EASTERN POINTS.

The request of Mr. Stahlman that a time guaranty be authorized in relation to eastbound rates on Stone, in order to allow western shippers to contract for the delivery of specific quantities of Stone at eastern points, was considered, and it was

Resolved, That the question of approving rates for a given period on Stone from western quarries, be left with the Standing Committee, with power to act, both as to rates and time.

**173.—COTTON-SEED PRODUCTS EXEMPTED FROM ADVANCE IN RATES TAKING EFFECT
DECEMBER 1, 1882.**

An inquiry having been made as to whether the advance in rates would affect the present established through rates on Cotton-seed products from southern to eastern points,

On motion, it was agreed that Cotton-seed products should be exempted from the advance in eastbound rates taking effect December 1, 1882, and it should hereafter be dealt with as regards rates, in the same manner as Cotton or Tobacco.

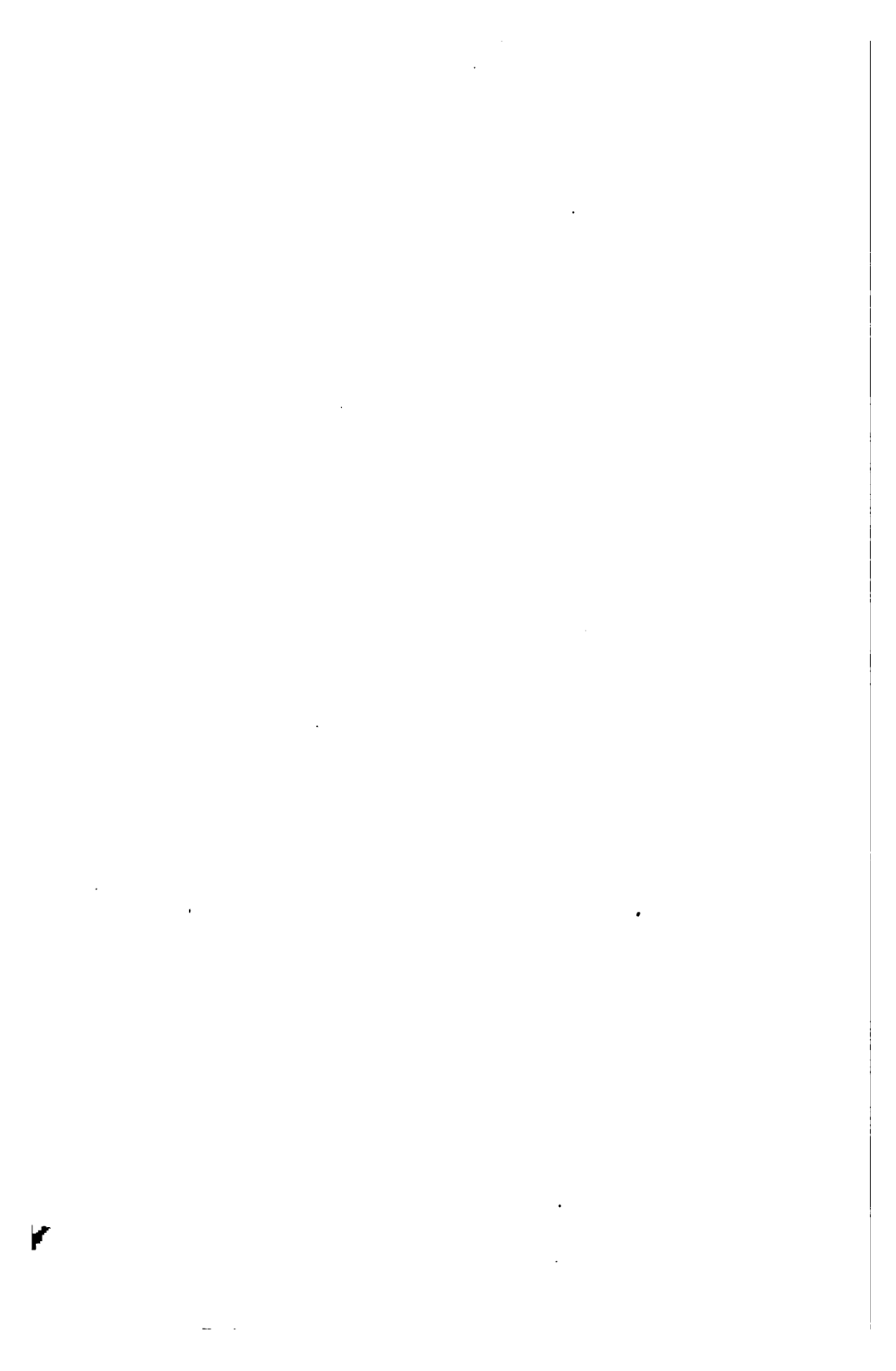
The meeting then adjourned.

ALBERT FINK,

Chairman.

C. W. BULLEN,
Secretary.





CIRCULAR No. 428.

Issued November 16, 1882.

ADVANCE IN EASTBOUND RATES TAKING EFFECT DECEMBER 1, 1882.

At a meeting of the Joint Executive Committee, held this day, it was agreed that on and after Friday, December 1, 1882, the following rates should take effect:

CHICAGO TO NEW YORK.

	1st	2d	3d	4th	5th	6th	7th	8th	9th	10th
	Class.	Class.	Class.	Class.	Class.	Class.	Class.	Class.	Class.	Class.
Rate in cents per } 100 lbs.	100	85	70	60	50	45	35	30	40	35

The rate on Live Hogs will be the same as on seventh class.

The rate on Live Hogs to Boston will be the same as to New York.

ALBERT FINK,

Chairman.

C. W. BULLEN,

Secretary.

CIRCULAR No. 429.

PROCEEDINGS OF THE TRUNK LINE EXECUTIVE COMMITTEE
AND CHICAGO COMMITTEE, AT A MEETING HELD AT THE
OFFICE OF THE COMMISSIONER, AT NEW YORK, ON TUES-
DAY, NOVEMBER 14, AND FRIDAY, NOVEMBER 17, 1882.

Present:

L. J. SEARGEANT. Vice Pres't,	Chic. & G. 'T. Ry.
S. R. CALLAWAY. Gen'l Man'g'r,	Chic. & G. T. Ry.
G. B. REEVE. . . . Traffic Man'g'r,	Chic. & G. T. Ry.
H. B. LEDYARD. . Gen'l Man'g'r,	Mich. Cent. R.R.
JOHN A. GRIER. . Gen'l Freight Agt.,	Mich. Cent. R.R.
JOHN NEWELL. . Gen'l Man'g'r,	L. S. & M. S. Ry.
G. H. VAILLANT. Gen'l Freight Agt.,	L. S. & M. S. Ry.
J. T. R. MCKAY. Ass't Gen'l Frt. Agt.,	L. S. & M. S. Ry.
WM. STEWART. . Gen'l Freight Agt.,	Pennsylvania Co.
D. S. GRAY. Western Manager,	Penn. R.R. Fast Frt. L.
F. H. KINGSBURY, Ass't Gen'l Frt. Agt.,	Pitts., Cin. & St. L. Ry.
FRANK HARRIOTT, Gen'l Freight Agt.,	Balt. & Ohio R.R.
JOHN PORTEOUS. Gen'l Freight Agt.,	Grand Trunk Ry.
H. J. HAYDEN. . . Gen'l Traffic Man'g'r,	N. Y. C. & H. R. R.R.
JNO. B. DUTCHER, Gen'l Live Stock Agt.	N. Y. C. & H. R. R.R.
R. C. VILAS. . . . Gen'l Freight Agt.,	N. Y., L. E. & W. R.R.
A. S. BALDWIN. . Gen'l Live Stock Agt.,	N. Y., L. E. & W. R.R.
M. E. INGALLS. . . President,	C, I, St. L. & C. R.R.
T. C. MOORE. . . . Joint Agent,	Chicago, Ill.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

H. C. BLYE,
General Agent.

N. GUILFORD,
Ass't to Commissioner.

FIRST DAY, TUESDAY, Nov. 14, 1882.

**I.—AGREEMENT REGARDING EASTBOUND TRAFFIC FROM JOLIET, SENECA,
AND POINTS IN COOK COUNTY, ILL.**

The establishment of Eastbound rates from Joliet and Seneca and their subdivisions, and the necessity of including in the Chicago Division the business of Joliet and stations in Cook County not at present included in said division, was considered, and the Commissioner was authorized to prepare a form of agreement in relation to this subject, and submit the same at the next meeting of the Committee:

**II.—PROPOSITION TO INCLUDE IN LIVE STOCK DIVISION, DRESSED BEEF TRAFFIC FROM
CHICAGO TO NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.**

The subject of including in the Live Stock Division, Dressed Beef from Chicago to New York, Philadelphia, Baltimore and Washington, was then considered and discussed, but for want of time the subject was postponed to a meeting to be held on Friday, November 17, 1882.

SECOND DAY, FRIDAY, NOV. 17, 1882.

**III.—AGREEMENT REGARDING EASTBOUND TRAFFIC FROM JOLIET, SENECA,
AND POINTS IN COOK CO., ILL.**

In accordance with the action of the Committee on the 14th inst., the Commissioner submitted the following form of agreement regarding Eastbound Traffic from Joliet, Seneca, and points in Cook County, Illinois:

First.—That rates from Joliet be made on the Chicago basis by adding the distance of the short line from Chicago to New York to the distance from Joliet to Chicago, making the Joliet rate 4 per cent. higher than the Chicago rate; the rate from Seneca for the present to be the same as from Joliet. The roads east of Chicago to allow the Chicago, Rock Island & Pacific, and the Chicago & Alton Railroads from Joliet 4 per cent. of the Chicago rate—that is, the difference between the rates from Chicago and the rates from Joliet—and in addition, to allow those roads for terminal charges at Chicago, one dollar and fifty cents (\$1.50) per car-load, the latter charge to be defrayed by the Chicago roads carrying said freight east from Chicago. This terminal allowance to apply only to local traffic actually loaded at and billed from those points.

Second.—From New Lenox, Mokena, Lockport, and other points competitive with Joliet, no less through rates shall be made than from Joliet, and no greater division shall be allowed to the lines west of Chicago.

Third.—The above agreement as to rates and divisions of traffic, to go into effect on December 1, 1882.

Fourth.—The Cincinnati, Indianapolis, St. Louis & Chicago Railroad agrees to furnish to the Commissioner, duplicate way-bills of all shipments received at Seneca, destined to the western terminal points of the Trunk Lines or points east thereof.

Fifth.—The Commissioner is to secure such statistics as may be necessary in regard to the business from Joliet, Blue Island, and other points in Cook County to be hereafter included in the division, in accordance with the contract dated April 27, 1882, and he is to call a meeting for the purpose of agreeing upon the division of this traffic.

The interested parties failing to agree upon a division of traffic, the Commissioner is to recommend a division, and if such recommendation is not acceptable to the roads, the question is to be submitted to arbitration, in accordance with the rules of the Joint Executive Committee, for final decision.

The proposed agreement was then considered, and a difference of opinion arose regarding the division of the through rate from Lenox, Mokena, and Lockport, Illinois; the representative of the Michigan Central R.R. maintaining that on traffic from those points, no terminal allowance should be made to the C., R. I. & P. R.R.; and the L. S. & M. S. and C. & G. T. Rys. claiming that, in that respect, traffic from Lenox, Mokena, and Lockport, Illinois, should be treated the same as Joliet traffic.

Mr. Ledyard not being present at the meeting, and his representative not being authorized to act, further consideration of the subject was postponed until Mr. Ledyard could be consulted.

[IV.—Mr. Ledyard has since given his assent to the proposed agreement, as understood by the L. S. & M. S. and C. & G. T. Rys.]

V.—RATES ON BUSINESS RECEIVED FROM CANAL AT CHICAGO.

It was agreed that business coming from Lockport, etc., via Canal to Chicago, to be forwarded east via rail, should be put upon the same basis as to rates as business received from C., R. & P. R.R. at Chicago.

VI.—PROPOSITION TO INCLUDE IN LIVE STOCK DIVISION DRESSED BEEF TRAFFIC FROM CHICAGO TO NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

The following proposition in relation to Dressed Beef traffic was agreed to by all the lines excepting the Grand Trunk and the Baltimore & Ohio Railroads:

That the dressed beef traffic from Chicago to New York, Philadelphia, Baltimore and Washington—in fact, all dressed beef, except that destined to Boston and New England—shall be included, for the present, in the Live Stock Division, on the basis of the net revenue.

That if the roads carrying dressed beef to those points should exceed the percentages now allotted to them in the Live Stock Division, no diversion shall be made for the present, and not until such time as any of the parties to the Chicago division shall call for a specific readjustment of percentages.

That, in establishing new percentages, the increased capacity of the roads carrying dressed beef, shall be taken into consideration.

That, if said roads carrying dressed beef do not hereafter obtain the full amount of their percentage in dressed beef, they shall be evened in Live Stock, as heretofore.

Said transfer of the dressed beef traffic from the Dead Freight to the Live Stock Division, shall take effect on such date as may be recommended by the Commissioner.

Mr. Seargeant said that he was not prepared to act upon this recommendation; that after consultation with the president of his company, he would notify the Commissioner of the decision of the Grand Trunk Ry., and in case that the Grand Trunk Ry. could not accept the recommendation, the question should be decided by arbitration under the established rules.

The representative of the B. & O. R.R. said that that company held the same views as the Grand Trunk.

VII.—RELATIVE RATES ON LIVE STOCK AND DRESSED BEEF.

The question of the relative rates on Live Stock and Dressed Beef being under consideration, on motion of Mr. Gray, it was proposed that the members of the Committee, who may desire to do so, should submit to the Commissioner an estimate of what they thought the relative rates should be, the same to be submitted to the Committee at a future time for consideration.

Adjourned.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 430.

PROCEEDINGS OF THE ST. LOUIS COMMITTEE, AT A MEETING
HELD AT THE OFFICE OF THE COMMISSIONER, 346 BROAD-
WAY, NEW YORK, THURSDAY, NOVEMBER 16, 1882.

Present:

JNO. C. GAULT, . Second V. P., Wab., St. L. & Pacific Ry.
A. C. BIRD, . . Gen'l Ft. Agt., " " " "
C. H. CHAPPELL, Actg. Gen'l M., Chicago & Alton R.R.
H. H. COURTWRIGHT, Gen'l Frt. Agt., " "
O. B. SKINNER, . Traffic Mangr., Ind. & St. Louis Ry.
H. W. HIBBARD, . Gen'l Ft. Agt., Vandalia Line.
WM. DUNCAN, . . Gen'l Ft. Agt., Ohio & Miss. Ry.
R. M. MOORE, . . Joint Agent, St. Louis, Mo.

ALBERT FINK,

C. W. BULLEN,
Secretary.

Commissioner.

H. C. BLYE,
Gen'l Agent.

N. GUILFORD,
Asst. to Commissioner.

**I.—APPEAL FROM RECOMMENDATIONS OF THE COMMISSIONER REGARDING THE
DIVISION OF LIVE STOCK TRAFFIC FROM ST. LOUIS.**

The recommendations of the Commissioner *in re* Readjustment of St. Louis Live Stock Division, as communicated to the St. Louis Lines, in letter of November 14, were under consideration; some of the parties in interest expressed themselves not satisfied with the divisions recommended by the Commissioner, and gave notice that they would appeal therefrom, and would submit arguments to the Arbitrator in accordance with the established rules.

II.—EXPENSES OF TRANSFERRING DIVERTED FREIGHT AT ST. LOUIS.

It was agreed that the switching charge on freight diverted under the Agreement regarding the division of traffic at St. Louis, to be prorated as a line charge, should be fixed at \$2 per car, and that any expense in excess of that sum should be borne by the St. Louis road in deficit.

III.—DIVISION OF DEAD FREIGHT TRAFFIC AT ST. LOUIS.

It was

Resolved, That the Commissioner be requested to investigate the subject of Division of Dead Freight at St. Louis, with the view of including in the St. Louis Division, such of the traffic as may be diverted from it, and to obtain statistics and facts in relation thereto, and submit at the next meeting of this Committee his recommendations as to the proper plan of readjusting the St. Louis Division.

Adjourned.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 431.

PROCEEDINGS OF THE CINCINNATI COMMITTEE, AT A MEETING
HELD AT THE OFFICE OF THE COMMISSIONER, 346 BROAD-
WAY, NEW YORK, ON FRIDAY, NOVEMBER 17, 1882.

Present:

G. G. COCHRAN,	Gen'l Frt. Agent, N. Y., Penna. & Ohio R.R.
W. STEWART,	Gen'l Frt. Agent, Pitts., Cin. & St. L. Ry.
D. S. GRAY,	Western Manager, Star Union Line.
F. H. KINGSBURY,	Asst. Gen. Frt. Agt., Pitts., Cin. & St. L. Ry.
J. H. STEWART,	Receiver, Marietta & Cin. R.R.
R. M. FRASER,	Gen'l Frt. Agent, Marietta & Cin. R.R.
O. B. SKINNER,	Traffic Manager, Clev., Col., Cin. & Ind. R.R.
A. H. MCLEOD,	Gen'l Frt. Agent, Cin., Ham. & Dayton R.R.
FRANK HARRIOTT,	Gen'l Frt. Agent, Baltimore & Ohio R.R.
C. S. WIGHT,	Asst. Gen. Frt. Agt., Baltimore & Ohio R.R.

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

H. C. BLYE,

Gen'l Agent.

N. GUILFORD,

Asst. to Commissioner.

I.—DIVISION OF LIVE STOCK TRAFFIC FROM CINCINNATI.

Referring to the request of the Cincinnati, Hamilton & Dayton R. R., for an increased percentage of the live stock traffic from Cincinnati, the Commissioner stated that in recommending the present divisions, he had considered the percentages of the Pittsburg, Cincinnati & St. Louis, and Cincinnati, Hamilton & Dayton roads jointly, and had not intended to limit the Cincinnati, Hamilton & Dayton road to eight (8) per cent., as there was no objection to the Pittsburg, Cincinnati & St. Louis road, giving it any additional traffic that might be agreed upon between the two companies.

This being satisfactory to Mr. McLeod, it was agreed that no further arguments would be submitted. It was also understood that the Live Stock sent by the Cincinnati, Hamilton & Dayton road, over the New York, Penna. & Ohio road, is included in the allotment of the New York, Penna. & Ohio Live Stock.

II.—SETTLEMENT OF LIVE STOCK BALANCES AT CINCINNATI.

It was agreed that the live stock balances due the Marietta & Cincinnati R. R. should be promptly evened up.

The following arrangement was made between the Pittsburg, Cincinnati & St. Louis, and Marietta & Cincinnati roads.

That the charges on diverted Live Stock transferred from Covington Stock Yards to the Marietta & Cincinnati R.R. at Loveland, should be: for transfer between Covington Stock Yards and Cincinnati, \$5.00 per car; and for P., C. & St. L. road, Cincinnati to Loveland, \$4.00 per car; total, \$9.00 per car. These charges include haul on return empty car, and are to be settled by vouchers approved by the Commissioner.

The Commissioner approved these charges, in accordance with resolution of Standing Committee in relation to settlement of additional expense incurred in diverting traffic (see Circular No. 418, section 1).

III.—REDIVISION[OF DEAD FREIGHT TRAFFIC FROM CINCINNATI.

The Commissioner read correspondence with Mr. C. C. Waite, Vice President, C., H. & D. R.R., in which Mr. Waite expressed himself dissatisfied with the present division of dead freight traffic at Cincinnati; but it did not appear whether he desired to appeal

from the original recommendations made by the Commissioner, and which were put in force March 13, 1882, or whether he desired that the redivision be made on the ground that the Cincinnati, Hamilton & Dayton R.R. has changed hands since, and is under a new organization, and has formed new combinations. As there had been no objection raised to the original award made on the 15th of July, 1882, within the specified time, namely: fourteen (14) days after the award was communicated to the parties, no objection could now be raised except with the consent of all parties interested; and that it was his opinion that the application of the Cincinnati, Hamilton & Dayton R.R. should be treated as a new question, the changed conditions upon which this application is based having taken place since March 13, 1882.

It was finally concluded that the application of the Cincinnati, Hamilton & Dayton R.R. for increased percentages, on account of the change of ownership, should now be considered, and that that company should file its argument in the support of such claim, upon which the usual action should be taken; and that arguments upon any of the collateral questions as to the time of commencement, should also be submitted.

**IV.—EVENING OF BALANCES DUE FROM C., H. & D. R.R. PRIOR TO ITS
REORGANIZATION.**

Mr. McLeod said, that the balances from March 13, up to the time that the railroad changed hands, were in favor of the Cincinnati, Hamilton & Dayton R.R., and that that company should not be required to even old balances that had accrued prior to the change of ownership.

The Commissioner stated that this question could be submitted to arbitration if they so desired, but that he considered that in taking possession of the property of the C., H. & D. R.R., the present management became responsible for all legitimate claims against the road that had accrued prior thereto.

V.—SETTLEMENT OF DEAD FREIGHT BALANCES DUE THE MARIETTA & CINCINNATI R.R.

It was agreed that the C., H. & D., and C., C., C. & I. Railroads shall at once begin to transfer freight to the M. & C. R.R.,

and continue to make such transfers until the shortage of the M. & C. R.R. in the dead freight division shall be made up.

It was decided that it should be the duty of the Joint Agent to see that this agreement is carried out without unnecessary delay, and in order to enable him to perform this duty efficiently, as well as other duties devolving on him, it was agreed that he should be authorized and instructed to employ such assistance in his office as would relieve him from clerical duties.

VI.—SWITCHING CHARGES ON DIVERTED FREIGHT AT CINCINNATI.

On motion it was

Resolved, That, subject to the approval of the Commissioner, the switching charges on diverted freight to be prorated as a *line* charge, shall be fixed at \$2 per car. Any expense in excess of that sum to be borne by the Cincinnati road in deficit.

VII.—CLASSIFICATION OF TRAFFIC IN DIVISION OF DEAD FREIGHT AT CINCINNATI.

It appearing that some difference of opinion had existed as to the tonnage to be included in the division of "Cincinnati proper" freight, it was, on motion,

Resolved, That in the division of traffic at Cincinnati, shipments *via* Cincinnati, consigned through from points beyond (not divided), to or East of Trunk Line Western Termini, shall be classified as "Cincinnati beyond;" traffic from same points, consigned to Cincinnati, and there reconsigned to the East, shall be classified as "Cincinnati proper."

Adjourned.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Commissioner.

CIRCULAR No. 432.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT
EXECUTIVE COMMITTEE, AT A MEETING HELD AT THE
OFFICE OF THE CHAIRMAN, NEW YORK, ON WEDNESDAY,
NOVEMBER 22, 1882.

Present:

H. J. HAYDEN	Gen'l Traffic Man'g'r,	N. Y. C. & H. R. R.R.
R. C. VILAS	Gen'l Fr't Agt.,	N. Y., L. E. & W. R.R.
FRANK HARRIOTT.	Gen'l Fr't Agt.,	Balt. & Ohio R.R.
O. J. GEER,	} Gen'l Fr't Agt.,	Pennsylvania R.R.
Representing		
JOHN S. WILSON,		

H. C. BLYE,
General Agent.

N. GUILFORD,
Ass't to Commissioner.

I.—RULES REGULATING STORAGE AND DELIVERY OF FLOUR IN NEW YORK HARBOR.

It was

Resolved, That so far as the application of the new rules, regarding the delivery of flour is concerned, all flour on hand December 1st, shall be considered as having arrived on that date.

II.—METHOD OF MAKING THROUGH RATES ON EXPORT TRAFFIC.

It having been stated that in making through rates to foreign ports, some agents dropped fractions, while others retained them, the following resolution was passed, with a view to securing uniformity of practice:

Resolved, That in making up through rates from interior points to foreign ports, the inland and ocean rates, with any fixed charges, shall be added together and the exact sum thereof, including any fractions, shall be quoted and entered as the through rate in the bill of lading.

III.—APPLICATION FOR GUARANTEED RATE ON STONE FROM MITCHELL, IND., TO NEW YORK.

The application of Mr. E. B. Stahlman, G. T. M., L., N. A. & C. R.R., for a rate of 24 cents from Mitchell, Ind., to

New York, on Stone, to be guaranteed for two years, was then considered, and it was decided that the rate could not be accepted, on the ground that it was not remunerative, and that it will injuriously affect the revenue on shipments of Stone from other quarries.

The meeting then adjourned.

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

PROCEEDINGS
OF THE
JOINT EXECUTIVE COMMITTEE,

(PASSENGER DEPARTMENT,)

AT
MEETING IN NEW YORK,

NOVEMBER 21 to 25, 1882.

NEW YORK :

RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.

1882.

PROCEEDINGS OF SUB-COMMITTEE OF THE JOINT EXECUTIVE
COMMITTEE, TO ESTABLISH DIFFERENTIAL FARES IN FAVOR
OF THE CHESAPEAKE & OHIO RAILROAD, AT A MEETING HELD
ON TUESDAY, NOVEMBER 21, 1882.

Present:

C. B. MEEKER,	-	G. P. A.,	- -	N. Y. C. & H. R. R.R.
JNO. N. ABBOTT,	-	G. P. A.,	- -	N. Y., L. E. & W. R.R.
J. R. WOOD,	- -	G. P. A.,	- -	Penna. R.R.
C. K. LORD,	- -	G. P. A.,	- -	B. & O. R.R.
H. W. FULLER,	-	G. P. A.,	- -	C. & O. R.R.
E. A. FORD,	- -	G. P. A.,	- -	P., C. & St. L. R.R.
T. P. BARRY,	- -	G. P. A.,	- -	M. & C. R.R.
W. B. SHATTUC,	-	G. P. A.,	- -	O. & M. R.R.
A. E. CLARK,	- -	G. P. A.,	- -	N. Y., P. & O. R.R.
J. S. CARK,	- -	G. P. A.,	- -	L., E. & St. L. R.R.
A. J. SMITH,	- -	G. P. A.,	- -	C., C., C. & I. R.R.

ALBERT FINK,

Commissioner.

R. T. BRYDON,

Secretary.

I.—ESTABLISHMENT OF DIFFERENTIAL FARES OVER C. & O. R. R.

The Commissioner referred to the resolution passed by the Joint Executive Committee, at a meeting of October 12, 1882 (See Proceedings, page 208), regarding the relations of the companies represented upon the Committee, with other companies, not members of the Committee, and said that in accordance with this resolution he had corresponded with the General Manager of the Chesapeake & Ohio Railway, from whom he had received the following response:

"RICHMOND, VA., October 16, 1882.

"ALBERT FINK, Esq.,

"Commissioner, &c.,

"346 Broadway, New York.

"DEAR SIR: I have your favor of 13th, inclosing copy of resolutions passed by the Joint Executive Committee at meeting held at your office on the 12th.

relative to working with companies not members of the Joint Executive Committee.

"I am pleased to say I see nothing in the resolutions that is unfair or unreasonable, and as it is our desire to co-operate with the Committee to the fullest extent consistent with our position, I have directed our General Passenger Agent to confer with you at the earliest date practicable, and arrange for putting into effect such differentials in favor of this company as can be agreed upon.

"Yours very truly,
(Signed)

"C. W. SMITH."

In pursuance of said communication, this meeting has been called for the purpose of conferring with the General Passenger Agent of the C. & O. R'y., Mr. H. W. Fuller, upon the subject mentioned.

The argument of Mr. H. W. Fuller, General Passenger Agent of the Chesapeake & Ohio R'y was then read, stating in full the claims of that company for differential fares, and the conditions under which they would put them in force and comply with the rules and regulations of the Joint Executive Committee.

After discussion, the following conditions, as submitted by Mr. Fuller, and amended by the committee, were then agreed upon :

First.—That no action of the Joint Executive Committee shall preclude the Chesapeake & Ohio Railway Company from issuing and selling its usual tourist or excursion tickets to the various resorts on their line, or south of Washington and Alexandria, and the establishing of such fares for this business from their terminal points, viz. : Louisville, Cincinnati, Columbus and Washington, as it may deem to be the best interest for the promotion of this class of business; the fares not to be less, generally, than those in force during the year 1882, and that it shall not restrict the issuing of their usual combined water and rail excursion tickets, in season, via the Old Dominion Steamship Company, and other steamer lines at their water termini, the fares for such excursion tickets to be not less than on the basis of \$34, for the round trip ticket, Cincinnati to New York.

Second.—That the Chesapeake & Ohio Railway shall only be required to adopt the continuous train tickets between points between which differential fares are agreed upon, but in case passengers between those points are permitted to lay over at local points on the Chesapeake & Ohio Railway, that such increased fares shall be charged, as may be agreed upon, from time to time, between the parties interested.

Third.—That the Ohio & Mississippi Railroad instruct their ticket agents to name the Chesapeake & Ohio rate and route, whenever application is made for tickets to [redacted] in competition with the Baltimore & Ohio Railroad, and that the Pennsylvania Company's agents in New York and Philadelphia name the Ches-

peake & Ohio route in connection with the Baltimore & Ohio, whenever a ticket is asked for via Washington, and the route not named by the applicant.

After further discussion, the Commissioner ruled that the following differential fares should be adopted over the Chesapeake & Ohio Railway :

	1st Class.	2d Class.	Theatrical.
Cincinnati to Washington.....	\$12 50	\$11 25	\$10 60
Cincinnati to Baltimore.....	12 50	11 25	10 60
Cincinnati to Philadelphia.....	15 50	14 00	12 80
Cincinnati to New York.....	16 00	15 00	13 60
Louisville to New York.....	19 50	18 00	.....
Nashville to New York.....	24 00	23 00	.....
St. Louis to Washington.....	19 25	16 50	16 15
St. Louis to Baltimore.....	19 25	16 50	16 15
St. Louis to Philadelphia.....	21 00	18 75	17 55
St. Louis to New York.....	20 75	18 50	18 00

Mr. Fuller withdrew his claim for differential fares from Louisville and Nashville to Washington, Baltimore and Philadelphia. It was understood that the differential fares allowed were to be operative for business both Eastbound and Westbound.

Mr. Fuller stated that he was not authorized to accept these differential fares for his company, without first conferring with the General Manager, and that he would give an answer as early as practicable.

II.—CONTINUOUS TRAIN TICKETS FROM ST. LOUIS TO EASTERN DIFFERENTIAL FARE POINTS, VIA LOUISVILLE & NASHVILLE, AND LOUISVILLE, EVANSVILLE & ST. LOUIS RAILROADS.

The Commissioner read correspondence with the General Passenger Agent of the Louisville & Nashville Railroad, in regard to putting on continuous train tickets, from St. Louis, over that road and the Louisville, Evansville & St. Louis Railroad, and also read a letter from Mr. M. H. Smith, 1st Vice President of the Louisville & Nashville Railroad Company, defining their relations with the Louisville, Evansville & St. Louis Railroad Company, and stating that that company was authorized to act independently of the Louisville & Nashville Railroad, in regard to establishing differential fares from St. Louis.

The proposition made by the Joint Executive Committee was that no tickets should be sold by that route from St.

Louis, upon the train which did not make connections at Louisville with the Chesapeake & Ohio Railway, but should be sold only upon the morning train out of St. Louis, and that a continuous train ticket should be used on that train.

After discussion, and a full explanation of the matter, the representative of the L. E. & St. L. R. R. agreed to confer with the officers of his company upon the subject, and report the result.

III.—TICKETS OF CHESAPEAKE & OHIO R'Y ISSUE, FROM WASHINGTON TO CHICAGO, VIA CINCINNATI.

After discussion, it was agreed by the Baltimore & Ohio and the Pennsylvania Railroad Companies, that as soon as the Chesapeake & Ohio Railway Company would put on continuous train tickets from Washington to Chicago, via Cincinnati, and so notify the two companies they would withdraw their tickets from Washington to Chicago, via Cincinnati.

Mr. Fuller agreed to give such notice and furnish a sample of the ticket at the earliest practicable date; it being understood that the rule adopted by the Committee, providing that in case connections are missed, the continuous train ticket is good for the next succeeding train, would apply in this case.

PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER DEPARTMENT), AT A MEETING HELD AT THE OFFICE OF THE CHAIRMAN, 346 BROADWAY, NEW YORK, NOVEMBER 22-25, 1882.

The following roads were represented :

Balt. & Ohio,	C. K. LORD.
Boston & Albany,	E. GALLUP.
Canada Southern,	W. H. HURLBURT.
Ches. & Ohio,	H. W. FULLER.
Clev., Col., Cin. & Ind.,	A. J. SMITH.
Grand Rapids & Ind.,	A. B. LEET.
St. Louis,	A. J. SMITH.
Ill. & Western,	H. M. BRONSON.

Lake Erie & Western,	G. W. SMITH.
Lake Shore & Mich. Southern, .	W. P. JOHNSON.
Lou., Evans. & St. Louis, . . .	J. S. CARK,
Marietta & Cincinnati,	T. P. BARRY.
Michigan Central,	{ H. B. LEDYARD,
	{ O. W. RUGGLES.
New York Central & Hud. Riv., .	{ H. J. HAYDEN,
	{ C. B. MEEKER.
New York, Lake Erie & Western, .	JNO. N. ABBOTT.
New York & New England, . . .	A. C. KENDALL.
New York, Penn. & Ohio, . . .	{ J. M. FERRIS,
	{ A. E. CLARK.
Ohio & Miss.,	W. B. SHATTUC.
Pennsylvania,	{ FRANK THOMSON,
	{ J. R. WOOD.
Pennsylvania Co.,	{
Pittsburg, Cin. & St. Louis, . .	{ E. A. FORD.
Vandalia Line,	{
Wabash, St. L. & Pacific, . . .	H. C. TOWNSEND.

ALBERT FINK,

R. T. BRYDON,
Secretary.

Chairman.

The Chairman said that the meeting had been called, under a resolution adopted at the last meeting, for the purpose of adjusting differential fares between intermediate points, and the completion of the contract for division of earnings, and that the Committee would now proceed with this matter unless it was desired to first dispose of some routine business.

It was suggested that the miscellaneous business before the Committee should be first taken up, and the adjustment of differential fares postponed.

I.—WITHDRAWAL OF COMMISSIONS PAID IN SAN FRANCISCO TO OUTSIDE PARTIES.

On motion, the Chairman appointed a committee composed of the General Passenger Agents of the Trunk Lines, and

Messrs. Townsend, Ruggles and Ford to draw up an agreement having in view the withdrawal of commissions now paid in San Francisco to outside parties, which have the effect to reduce the regular fares.

In accordance therewith, the committee reported as follows :

Resolved, That from December 1st proximo, no commissions shall be paid in San Francisco, or on the Pacific coast, that shall have the effect of reducing the established fares of the Central Pacific R.R. to points east of the Missouri River, and no orders for eastbound tickets of any class shall be drawn on lines east of the Missouri River.

The above resolution is recommended for adoption by the Joint Executive Committee, and the Western connecting lines are respectfully requested to join in this desirable reform.

The report of the committee was received, but as it was evident that no agreement could be reached, the Chairman recommended that the matter be referred to the Trunk Line Committee for further consideration, which recommendation was adopted.

II.—APPOINTMENT OF LOCAL COMMITTEES AT CINCINNATI, ST. LOUIS AND CHICAGO.

On motion, the following appointments were made :

FOR CINCINNATI.

W. B. SHATTUC, *Chairman*. T. P. BARRY, *Secretary*.

FOR ST. LOUIS.

H. C. TOWNSEND, *Chairman*. G. D. BACON, *Secretary*.

FOR LOUISVILLE.

C. P. ATMORE, *Chairman*. J. C. ERNST, *Secretary*.

The appointment of Mr. Thomas C. Moore as Chairman of the Chicago Committee, was confirmed, and the selection of a Secretary for that Committee, postponed.

III.—INCREASE OF EMIGRANT OR THIRD CLASS FARES FROM THE PACIFIC COAST, SO AS TO YIELD THE LINES EAST OF ST. LOUIS AND CHICAGO REGULAR SECOND CLASS FARES.

After discussion, it was

Resolved, That the Chairman of the Joint Executive Committee is hereby directed to notify the Central Pacific R.R. Co. and Southern Pacific R.R. Co. and Oregon Ry. and Navigation Company that from January 1, 1883, the rate on Emigrant

or Third or Second Class tickets from points on their Lines to Atlantic seaboard cities, must be so advanced as to pay the Lines East of Chicago and St. Louis the highest second class (and not lower differential) rate proportion on all such tickets. In other words, that the Emigrant or Third or Second Class rates between points indicated eastbound, must be based on the highest second class rates from Chicago or St. Louis, by whichever route the through rate may properly be made. Also,

Resolved, That the rates from Pacific coast points to intermediate points east of Chicago and St. Louis affected by the above advance, shall be adjusted at the special meeting of the Western Association of General Passenger and Ticket Agents at Indianapolis, December 12, 1882, and that the Railway Companies heretofore named, be notified by the Secretary of the Western Association in time to incorporate the changes adopted in their rate sheets, taking effect January 1, 1883.

The Chairman issued notice as above agreed.

**IV.—COMMISSIONS ALLEGED TO BE PAID IN ST. LOUIS BY THE
I., B. & W. R.R., CONTRARY TO AGREEMENT.**

A lengthy discussion of this subject resulted in the agreement of Mr. H. M. Bronson, General Passenger Agent I., B. & W. R.R. to discontinue the payment of commissions at that point, and the assurance of Mr. H. C. Townsend, General Passenger Agent, W., St. L. & P. R.R., upon whose issue the commission was said to have been paid, that if the payment of such commission was continued, he would withdraw the tickets reading over the I., B. & W. R.R. from sale, according to agreement.

V.—DIFFERENTIAL FARES BETWEEN INTERMEDIATE POINTS.

The advisability of establishing differential fares between intermediate points was argued at length without coming to any definite conclusions.

**VI.—REPORT FROM C. & O. R.R. WITH REGARD TO THE
ACCEPTANCE OF DIFFERENTIAL FARES.**

Mr. H. W. Fuller, General Passenger Agent, C. & O. R.R. reported that his company had decided to accept the award of differential fares from Cincinnati, Louisville, Nashville and St. Louis, as stated in the proceedings of meeting of November 21, to take effect from December 1st, proximo.

VII.—REPORT FROM THE LOUISVILLE, EVANSVILLE AND ST. LOUIS R.R. WITH REGARD TO DIFFERENTIAL FARES AND THE ADOPTION OF CONTINUOUS TRAIN TICKETS.

Mr. J. S. Cark, General Ticket Agent, Louisville, Evansville & St. Louis Railroad Company, reported that he was authorized to say that his company would accept the conditions of the resolutions adopted at a previous meeting of this Committee, under which continuous train passage tickets are to be sold between differential fare points, and that he would place such tickets on sale from St. Louis, the only differential fare point in which his line was interested, and that no through tickets should be sold by the evening train, which made no direct connection at Louisville with the Chesapeake & Ohio Railway.

VIII.—READJUSTMENT OF DIFFERENTIAL FARES AND DIVISION OF BUSINESS BETWEEN DIFFERENTIAL FARE POINTS.

It was agreed that the statistics showing the results of the operation of the differential fares already established, as compared with the business transacted between the same points for previous periods, during the year 1881 and the present year, should be given to the Committee for their information and guidance in determining their action with regard to the readjustment of such fares.

These statistics were laid before the meeting, and were examined, during the 23d and 24th days of November.

The question was then discussed as to whether it would not be desirable to make a definite division of the traffic between differential fare points, between the competing roads, and monthly cash settlements of accruing balances, so as to insure to each road the full amount of the business upon the basis of 1881, as provided in the agreement for the division of gross passenger earnings. It was considered whether the division of earnings could not thus be confined to the competitive traffic, instead of including local traffic, as contemplated in the contract.

As the representatives of companies present were not authorized to act upon this question, the following resolution was unanimously adopted :

Whereas, It has been ascertained from the statistics presented at this meeting that the present differential fares will have to be modified in order to bring about a fair distribution of the business, as originally agreed upon,

Resolved, That when this meeting adjourns it adjourn until Tuesday, December 5, 1882, at which time the modification of said differential fares shall be proceeded with, and that, in the meanwhile, the general passenger agents shall confer with their chief executive officers upon the proposed plan of dividing the passenger traffic between competitive points, and making monthly money settlements of balances, and that the general passenger agents be prepared and authorized to act definitely upon this subject at said meeting.

IX.—REQUEST BY THE LAKE ERIE & WESTERN RAILROAD, THAT THE TRUNK LINES RECONSIDER THEIR ACTION IN DISCONTINUING THE SALE OF THROUGH TICKETS TO FREMONT AND SANDUSKY, OHIO.

Mr. G. W. Smith presented the following resolution :

Resolved, that the Trunk Lines be requested to replace on sale the tickets to Sandusky and Fremont, which were recently withdrawn from sale, and that first class limited and second class rates be made to those points on the same basis per mile as to Cleveland and Toledo.

After discussion, several members of the Committee expressing themselves as unable to act in the matter, as they did not fully understand the subject, the resolution was not adopted.

X.—REQUEST THAT DIFFERENTIAL FARES BE ESTABLISHED BETWEEN DIFFERENTIAL FARE POINTS AND INTERMEDIATE POINTS, OR THAT COMMISSIONS MAY BE PAID ON TICKETS FROM DIFFERENTIAL FARE POINTS TO INTERMEDIATE POINTS, UNTIL DIFFERENTIAL FARES TO INTERMEDIATE POINTS ARE ESTABLISHED.

Mr. Bronson offered the following resolution :

Resolved, That Section 1, of the proceedings of this Committee, at meeting of August 22 to 26, 1882, be changed to read that commissions may be paid from differential fare points to intermediate points, until differential fares are established between those points.

This resolution was discussed, but, it being shown that if the same was adopted, it would lead to a general demoralization of the established fares, Mr. Bronson was urged to allow the matter to lie over until the next meeting, when differential fares to intermediate points could be established.

In connection with this, the claim made by the Lake Erie and Western Railroad, which road desired that differential fares be established between St. Louis and certain points named by its representative, was discussed, and in view of the difficulty of taking separate action in the case of these

two roads, their representatives agreed to let the matter lie over until the next meeting.

The following resolution was then unanimously adopted :

Resolved, That this Committee shall adjourn until Tuesday, December 5, 1882, and that the first business to be taken up at that meeting shall be the consideration of differential fares to intermediate points, to be allowed the I. B. & W., and the Lake Erie and Western Railroads.

The meeting then adjourned to Tuesday, December 5, 1882.

ALBERT FINK,

Chairman.

R. T. BRYDON,

Secretary.

PROCEEDINGS

OF THE

JOINT EXECUTIVE COMMITTEE,

(PASSENGER DEPARTMENT,)

AT

MEETING IN NEW YORK,

DECEMBER 5 to 9, 1882.

NEW YORK :

RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.

1882.

Figure 1

Figure 2



PROCEEDINGS OF THE JOINT EXECUTIVE COMMITTEE (PASSENGER
DEPARTMENT), AT A MEETING HELD AT THE OFFICE OF
THE CHAIRMAN, 346 BROADWAY, NEW YORK, DECEMBER 5
TO 9, 1882.

The following roads were represented :

Balt. & Ohio,	C. K. LORD.
Boston & Albany,	E. GALLUP.
Canada Southern,	W. H. HURLBURT.
Clev., Col., Cin. & Ind.,	} A. J. SMITH.
Ind'p'ls & St. Louis,	
Ind., Bloom. & Western,	H. M. BRONSON.
Lake Erie & Western,	G. W. SMITH.
Lake Shore & Mich. Southern,	W. P. JOHNSON.
Michigan Central,	O. W. RUGGLES.
New York Central & Hud. Riv.,	} H. J. HAYDEN, E. J. RICHARDS.
New York, Lake Erie & Western,	
New York, Penn. & Ohio,	JNO. N. ABBOTT.
Ohio & Miss.,	A. E. CLARK.
Ohio & Miss.,	W. B. SHATTUC.
Pennsylvania,	J. R. WOOD.
Pennsylvania Co.,	} E. A. FORD.
Pittsburg, Cin. & St. Louis,	
Vandalia Line,	
Wabash, St. L. & Pacific,	H. C. TOWNSEND.

ALBERT FINK,
Chairman.

R. T. BRYDON,
Secretary.

FIRST DAY, DECEMBER 5, 1882.

The Chairman said that the meeting was called in accordance with the resolution adopted at the last meeting of the Committee, under which the first business to be taken up was the consideration of differential fares to intermediate points over the I. B. & W. and L. E. & W. R. Rds.

As the representatives of the roads named were not present, it was considered advisable to postpone action thereon until their arrival.

**I.—CORRECTION OF DIFFERENTIAL FARES BETWEEN ST. LOUIS AND PHILADELPHIA,
OVER THE C. & O. R.R.**

The differential fares awarded at the meeting of November 21 to the Ches. & Ohio R.R., between St. Louis and Philadelphia, were found to be higher than the same fares to New York, and were reduced, 1st Class, to \$20.50; 2d Class, \$18.25; Theatrical, \$13.75. (See revised table of differential fares, page 269.)

**II.—ADJUSTMENT OF DIFFERENTIAL FARES AND DIVISION OF TRAFFIC BETWEEN
DIFFERENTIAL FARE POINTS.**

The question was discussed at length, whether the differential fares could be readjusted, with a view to securing to each company its share of business upon the basis of 1881 (with such modifications as will be considered equitable), or whether differential fares should remain as at present, and that monthly money settlements of balances should be made.

It was considered that in either case it would be necessary to agree upon the percentage of the passenger traffic that should be carried by each of the routes between differential fare points.

The division of the passenger traffic from and to differential fare points, was then taken up, and the Chairman recommended certain divisions, subject to further argument, in case the recommendation was not satisfactory to any of the parties.

SECOND AND THIRD DAYS, DECEMBER 6 AND 7, 1882.

**III.—REQUEST OF I. B. & W. AND LAKE ERIE & WESTERN RAILROADS FOR DIFFERENTIAL
FARES, OR THE RE-ESTABLISHMENT OF COMMISSIONS FROM DIFFERENTIAL
FARE POINTS TO INTERMEDIATE POINTS.**

The question which was discussed at the last meeting, how the interests of the I. B. & W., and the Lake Erie & Western Railroads could be protected prior to the establishment of differential fares from differential fare points to intermediate points, was discussed at length.

It was considered that the payment of commissions to intermediate points was not admissible, without endangering the establishment of the differential fares between differential fare points.

It was decided that differential fares should be temporarily established via the I. B. & W. and Lake Erie & Western Railroads, to be in effect for sixty days, in order to enable these roads to secure a share of the intermediate business, until a more thorough establishment of differential fares to intermediate points can be accomplished, and the following differential fares were recommended by the Chairman and adopted by the meeting, viz. :

Between St. Louis and New York :

	1st Class.	2d Class.	Theatrical.
Wabash, I. B. & W. and B. & O.	\$20.75	\$18.50	\$18.00
" " " " N. Y. P. & O.	20.75	18.50	18.00
I. & St. L., I. B. & W. and B. & O.	20.75	18.50	18.00
I. & St. L., C., C. C., & I. and N. Y., P. & O.	20.75	18.50	18.00

From St. Louis to Buffalo :

	1st Class.	2d Class.	Theatrical.
Wabash, I. B. & W. and Sandusky.	\$16.25	\$15.75	\$13.80
C. & A., L. E. & W., and L. S. & M. S.	16.25	15.75	13.80

From St. Louis to Cleveland :

	1st Class.	2d Class.	Theatrical.
Wabash, I. B. & W. and Sandusky.	\$13.50	\$12.75	\$11.55
C. & A., L. E. & W., and L. S. & M. S.	13.50	12.75	11.55

The differential fares above quoted will take effect from date of this meeting.

The fares quoted from St. Louis to Buffalo and Cleveland are operative for eastbound business only.

(See revised table of differential fares, page 269.)

The L. E. & W. R.R. made application for differential fares, from St. Louis to local points on the lines east of Buffalo, which were not allowed, inasmuch as it was not considered advisable to extend such fares to interior points east of the western termini of the Trunk Lines.

**IV.—DIFFERENTIAL FARES OVER THE NEW YORK,
CHICAGO & ST. LOUIS RAILROAD.**

Application having been made by the Indianapolis and St. Louis Railway for differential fares, in connection with the New York, Chicago & St. Louis Railroad, after discussion, it was decided that, inasmuch as the New York, Chicago & St. Louis Railroad is not fully prepared for through passenger traffic, action upon this question should be postponed.

FOURTH DAY, DECEMBER 8, 1882.

**V.—DIVISION OF PASSENGER TRAFFIC BETWEEN
DIFFERENTIAL FARE POINTS.**

The division of passenger traffic between differential fare points, between the several lines, was taken up and discussed. The recommendations made by the Chairman on the first and second days of the meeting were reconsidered and modified in some particulars.

The final recommendations of the Chairman are shown in passenger statement No. 4.

FIFTH DAY, DECEMBER 9, 1882.

**VI.—PLAN FOR SETTLEMENT OF BALANCES ARISING FROM
THE DIVISION OF PASSENGER TRAFFIC.**

After a lengthy discussion, having in view a plan for the division of passenger traffic, the following resolution was unanimously adopted :

Resolved, First.—That the members of this Committee submit to their managing officers the division of passenger traffic recommended by the Chairman between the various differential points considered by this Committee, as shown in Passenger Statement No. 4, and inform the Chairman of their approval or disapproval; and, in case of disapproval, the division is to be submitted to the Arbitrator for final decision, in accordance with the established rules of the Joint Executive Committee.

Second.—That this Committee also further submit to their managing officers a recommendation that monthly money settlements be made in accordance with the divisions recommended by the Chairman, or to be finally determined by the Arbitrator, such monthly settlements to commence as of September 1, 1882.

Third.—That said divisions remain in force, and money settlements be made up to the first day of March, 1883; and that, prior to that date, the Chairman shall call a meeting of this Committee for the purpose of readjusting the division of percentages, subsequent to March first, and modifying, if thought necessary, the plans for settlement of balances.

Fourth.—It is the sense of this meeting that, as far as practicable, the actual division of traffic shall be made by adjustment of differential fares, and that should it be shown that the balances accruing under the present division are larger than is desirable, then any one of the interested parties can ask for a readjustment of the differential fares.

Fifth.—It is further understood that the object of the money settlements is simply to secure to each company the carriage of the number of passengers assigned to it according to the established division, and that the money settlements shall not be final except by consent of the parties interested; but that the differential fares shall be so adjusted as to secure to each road the carrying of its share of the traffic.

Sixth.—That we recommend to our managing officers that the contract already agreed upon and signed by a number of the Western roads, at the meeting of the Joint Executive Committee on May 24, 1882, for the division of the total passenger earnings of said roads, be so modified as to apply for the present only to the division of the passenger earnings between the differential fare points, as at present established, or which may hereafter be agreed upon, for six months from September 1, 1882.

VII.—MODIFICATION OF THE CONTRACT FOR DIVISION OF PASSENGER EARNINGS, AGREED UPON BETWEEN WESTERN ROADS ON MAY 24, 1882.

The contract for the division of total passenger earnings, including local and through traffic, signed by a number of the Western roads, May 24, 1882, was then read and modified so as to apply only to the division of the passenger earnings between differential fare points, as contemplated by the foregoing resolution.

Said modified contract will be separately printed and submitted to the members of the committee for further consideration.

VIII.—ADVERTISING DIFFERENTIAL FARES.

It was the opinion of the committee that the differential fares established should be advertised, so as to enable the routes to which they are awarded to obtain their proportion of business. After discussion, the following action was decided upon:

Whereas, This committee recognizes the importance of advertising differential fares now in effect, and in order to secure uniformity in said advertisements, as well as to confine them within the rules of the committee, it is hereby

Resolved, That all matter advertising differential fares shall be submitted to the local committee for their approval ; and in case of disagreement the question shall be submitted to the Chairman of the Joint Executive Committee; and no advertisements shall be distributed until they have received the approval of the local committees, or, in case of failure, the approval of the Chairman of the Joint Executive Committee. It is further agreed that no mention shall be made of differential fares in newspaper advertisements.

IX.—DIFFERENTIAL FARES, CHICAGO TO NEW YORK, VIA MICHIGAN CENTRAL, CANADA SOUTHERN AND NEW YORK, LAKE ERIE & WESTERN RAILROADS.

The application of Mr. W. H. Hurlburt, G. P. A., that the differential fares between Chicago and New York via Michigan Central, Canada Southern and New York, Lake Erie & Western Railroads be reduced, as originally agreed upon, to \$18.50, was adopted. (See revised table of differential fares, page 269.)

Adjourned subject to call.

R. T. BRYDON,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR NO. 435.—JOINT EXECUTIVE COMMITTEE.

Table of Revised and Additional Differential Fares, adopted at Meetings of Joint Executive Committee, in New York, August 22 to December 9, 1882, and in effect from December 9, 1882.*

TEEN.	ROUTES.	BOSTON.			ALBANY.			NEW YORK.			PHILADELPHIA.			BALTIMORE.			WASHINGTON.			BUFFALO.			CLEVELAND.		
		1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.	1st Class.	2d Class.	Theatrical.
N. Y., P. & O. and Erie.	N. Y., P. & O. and Erie.	19.00	17.00	15.60	16.00	15.00	13.20	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60
	M. & C. and B. & O.																								
	C., C. & I. and N. Y. C. or Erie.																								
	P., C. & St. L. and Penna.																								
	Buffalo and N. Y. C.	20.00	17.50	16.00	17.00	15.50	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60	16.00	15.00	13.60
Ches. & Ohio.	Ches. & Ohio.																								
	Vandalia and Penna.																								
	Wabash and N. Y. C.	25.25	21.75	20.60	23.25	19.75	18.60	24.25	20.75	19.60	22.75	19.25	18.10	20.25	16.75	15.60	20.25	16.75	15.60	20.25	16.75	15.60	20.25	16.75	15.60
	Wabash and Erie																								
	Wabash, I., B. & W. and N. Y., P. & O.																								
and only).	Wabash, I., B. & W. and Sandusky																								
	Wabash, I., B. & W. and Sandusky																								
	I. & St. L. and Erie	25.25	21.75	20.60	23.25	19.75	18.60	24.25	20.75	19.60	22.75	19.25	18.10	20.25	16.75	15.60	20.25	16.75	15.60	20.25	16.75	15.60	20.25	16.75	15.60
	I. & St. L. and Erie																								
	I. & St. L., C., C. & I. and N. Y., P. & O.																								
and only).	O. & M. and B. & O.	23.25	20.75	19.60	21.25	18.75	16.20	20.75	18.25	15.70	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20
	O. & M. and B. & O.																								
	O. & M., N. Y., P. & O. and Erie.	23.25	20.75	19.60	21.25	18.75	16.20	20.75	18.25	15.70	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20	18.25	15.70	14.20
	C. & A. and L. E. & W.																								
	C. & A., L. E. & W. and L. S. & M. S.																								
Ches. & Ohio.	Ches. & Ohio.																								
	M. C. and Erie																								
	L. S. & M. S. and Erie																								
	C. & G. T. and Erie	20.50	18.25	17.00	16.65	15.40	13.90	18.50	16.25	15.00	18.00	15.75	14.50	17.50	15.25	14.00	18.00	15.75	14.50	17.50	15.25	14.00	18.00	15.75	14.50
	Penna. Co. (Erie and Chicago Line)	22.00	19.00	17.60	18.15	16.15	14.50	20.00	17.00	15.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60
Ches. & Ohio.	M. C. and N. Y. C.																								
	L. S. & M. S. and N. Y. C.																								
	B. & O.	22.00	19.00	17.60	18.15	16.15	14.50	20.00	17.00	15.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60	19.00	16.00	14.60
	P., F. W. & C. and Penna.																								
	P., F. W. & C. and Penna.																								

Differential Fares to and from Louisville and Nashville, will be based on the fares quoted herein to and from Cincinnati.

* Fares quoted herein, over the Ches. and Ohio R. R., took effect on December 1, 1882. Those quoted St. Louis and New York, es quoted herein, St. Louis to Buffalo and Cleveland, took effect on December 7, 1882, and are operative for Eastbound business only. Those quoted St. Louis and New York, sh, I., B. & W. and B. & O., and via Wabash, I., B. & W. and N. Y., P. & O.; also via I. & St. L., I., B. & W. and B. & O., and via I. & St. L., C., C. & I. and N. Y., P. & O. on December 7, 1882.

CIRCULAR No. 433.

*Issued November 29, 1882.*BASIS FOR RATES TO POINTS ON OHIO RIVER BETWEEN POMEROY AND
IRONTON, O., INCLUSIVE.

In compliance with the joint request of the General Freight Agents of the Ches. & Ohio, Scioto Valley, and Col., Hock. Val. & Toledo Railways, the following resolution was adopted at a meeting of the Trunk Line Sub-Executive Committee, held Tuesday, November 28, 1882:

Resolved, That commencing Friday, December 1, 1882, the basis for West-bound rates to points on the Ohio River between Pomeroy and Ironton, O., inclusive, namely: Pomeroy, Middleport, Cheshire, and Gallipolis, O., Charleston and Huntington, W. Va., Petersburg, O., Ashland, Ky., Addison, and Ironton, O., will be three (3) cents per 100 lbs. above the rates to Columbus, O., on first, second, and third classes, and two (2) cents per 100 lbs. above, on fourth class.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 434.

Issued December 6, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the Classification of Westbound Freight, to take effect Thursday, December 7, 1882:

Binders' Cord, Manila or Sisal, L. C. L.....	2
Binders' Cord, Manila or Sisal, C. L.....	4

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 436.
Issued December 13, 1882.

RATES ON TOBACCO.

Upon the recommendation of the Committee on Tobacco Rates, the following Rates on Tobacco will take effect on Tuesday, December 26, 1882:

UNMANUFACTURED TOBACCO AND TOBACCO STEMS, IN HOGSHEADS OR CASES.

FROM RAILROAD DEPOTS AT	CHES. & OHIO RAILWAY.			
	ALL RAIL.	RAIL AND WATER.	On Bills Lad. not covering Ins. on Ohio River.	On Bills Lad. covering Ins. on Ohio Riv.
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.
East St. Louis....to New York.	43½ cts.	.....	39½ cts.	41½ cts.
East Hannibal....	43½ "	.....	39½ "	41½ "
Quincy.....	43½ "	.....	39½ "	41½ "
East Burlington....	43½ "	.....	39½ "	41½ "
East Keokuk....	43½ "	.....	39½ "	41½ "
Rock Island.....	43½ "	.....	39½ "	41½ "
East Louisiana....	43½ "	.....	39½ "	41½ "
Cincinnati.....	32 "	.....	28 "	30 "
Louisville.....	35 "	.....	31 "	33 "
Jeffersonville....	35 "	.....	31 "	33 "
New Albany.....	35 "	.....	31 "	33 "
Evansville.....	40 "	.....	36 "	.....
Cairo.....	45 "	.....	41 "	43 cts.
Chicago.....	37½ "	.....	.....	.....
Indianapolis.....	34 "	.....	.....	.....
Clarksville Tenn...	53 "	.....	49 cts.	51 cts.
Paducah.....	48 "	46 cts.	44 "	43 "
Uniontown, Ky...	.....	47 "	45 "	47 "
Owensboro.....	45 cts.	43 "	41 "	43 "
Henderson.....	45 "	43 "	41 "	43 "
Ohio River Landings bet. Louisville and Evansville, except Owensboro.	.....	43 "	41 "	43 "
Ohio Riv. Landgs bet. Evnsville & Paducah except Henderson	.....	47 "	45 "	47 "
Landings on Cumberland River below Clarksville, Tenn.	.....	51 "	49 "	51 "
Landings on Tennessee River bel'w Johnsonville, Tennessee.	.....	51 "	49 "	51 "
Landings on Green River, }	52½ cts.	52½ "	48½ "	50½ "

C. W. BULLEN,
Secretary.

ALBERT FINK,
Chairman.

CIRCULAR No. 437.

Issued December 18, 1882.

REQUEST FOR VOTE ON ADOPTION OF THE REPORT OF THE CLASSIFICATION COMMITTEE.

At a meeting of the Classification Committee, held at St. Louis, December 7, 1882, the following additions to, changes in, and erasures from, the "Official Classification of East-bound Freight," were agreed upon, and are herewith submitted for the vote of the Joint Executive Committee.

Please record your vote upon the enclosed blank, and return the same to this office at your earliest convenience, in order that the recommendations of the Classification Committee, if adopted, can take effect at an early date, of which due notice will be given.

ALBERT FINK,
Chairman.

C. W. BULLEN,
Secretary.

REPORT OF CLASSIFICATION COMMITTEE.

ADDITIONS TO CLASSIFICATION :

Apple Butter, Jelly or Sauce, in glass, boxed, O. R., L. C. L.	3
Same, O. R., C. L.	6
Babbitt Metal, L. C. L.	6
Same, C. L.	9
Bed Slats. See under Furniture.	
Billiard Table Stuff, in wood, in rough, K. D., C. L.	6
Board Signs, in boxes, L. C. L., not over 6 feet in length.	5
Same, boxed or unboxed, C. L.	9
Bolt and Screw Cases, boxed.	1
Brushes, boxed, C. L.	4
Butter Ladles, boxed, L. C. L.	4
Candy and Confectionery, valuation 10 cents per pound.	3
Carpet Stretchers, boxed.	5
(Under the head of Carriages and other Vehicles) :	
Bob Sleds, C. L., minimum weight 20,000 pounds.	6
Buck Board Buggies, K. D., and boxed.	1½
Cars, Box, K. D. and boxed, C. L.	10
Corn for Popping, in bbls. or boxes.	6
Same, in the ear, C. L.	7
Earthen Ware, in crates or hhds.	6

Electric Light Carbons, in boxes, C. L.	4
Felt for Roofing, C. L.	7
Fluting Irons, boxed. Same as Hardware.	

(Under Head of Furniture:)

Bed Slats, in bbls., crates or boxes, C. L.	10
Same, L. C. L.	6
Grape Pomace.	7
Iron, Railroad, C. L.	7
Iron and Steel Screws, in boxes.	7
Licorice Root, ground, in bbls. or casks.	5
Locomotives, actual weight 20,000 lbs. or over, loaded on flat cars.	6
Oil Stone, L. C. L.	3
Same, unwrought, C. L.	6
Ore, packed in sacks, boxes or bbls., L. C. L.	5
Phosphate or Powdered Lime, in bbls. or boxes, L. C. L.	5
Same, C. L.	9
Planed Pine Boards, for Jewelers' Cases, in bbls., boxes or crates, L. C. L.	6
Same, C. L.	10
Potato Mashers, Butter Ladles and Rolling Pins, boxed, L. C. L.	4
Preserves, in glass, boxed, O. R., L. C. L.	3
Same, O. R., C. L.	6
Rolling Pins, boxed, L. C. L.	4
Sauer Kraut, in bbls. or kegs, C. L.	9
Screws, Iron and Steel, in boxes.	7
Steam Jacket Heaters, as follows, viz.:	
Less than 10 feet in length, L. C. L.	3
10 feet and over in length, L. C. L.	1
Same, C. L. Same as Boilers.	
Type Metal, old, in bbls.	6
Wagon and Carriage Wheels, finished and painted, crated, O. R., L. C. L.	1
Wood Poles, Rings and Brackets for Cornices, boxed, L. C. L.	2
Same, C. L.	6
Wool, in bales, compressed, C. L. (See Rule 14).	4
Zinc Dross, in pkgs., L. C. L.	6

Added to Rule 14—Wool, compressed in bales, Wagon Material.

RULE 17—In billing Apples in barrels, the weight shall be computed at 150 pounds per barrel, and the rate given in rate column, and extension in freight column *shall be at the rate per bbl.* All terminal charges and bridge tolls to be deducted on basis of 150 lbs. per bbl., at the rate per 100 lbs. as charged by bridge or transfer companies and for pool tonnage reports.

CHANGES IN CLASSIFICATION.

Apples, green, car loads of 140 bbls. Same rate per barrel as Flour in quantities of 125 bbls. (See Rule 17).
Apples, green, car loads, less than 140 bbls., etc., (same change).

Apple Butter, Jelly, or Sauce, in glass, C. R.....	1
{ Blinds, Sashes, Wood Mantels, etc., C. L. (See Rule 14).....	6
{ Changed to.....	9
{ Bullion, base, value not to exceed \$100 per net ton. Fixed rate, Chi- cago to New York, 30 cents per 100 lbs. in C. L., and from other points on the agreed percentage basis. This rate to be good during the calendar year.	
{ Changed to :	
{ Bullion, base, value not to exceed \$100 per net ton. Fixed rate, Chicago to New York, 30 cents per 100 lbs. in C. L., and from other points on the agreed percentage basis. When the agreed valuation shall exceed \$100 per net ton, an additional charge of 3 cents per 100 lbs. for every additional ten dollars per ton valuation or frac- tional part thereof, shall be made, Chicago to New York, and from other points on the agreed percentage basis. This rate to be good during the calendar year.	
(The above charge to be made also in Copper Matte, or Ingots, Copper Residue, Ore, Silver, Lead, Antimony or Copper, and Calamine.)	
{ Corn, Dried, (except Pop Corn).	
{ Changed to read :	
{ Corn, Dried, (except Corn for Popping).	
{ Doors, O. R., C. L. (See Rule 14).....	6
{ Changed to.....	9
{ Dressed Hogs, O. R., in refrigerator cars, to be charged 5 cents per 100 lbs. above the rate of Dressed Hogs in common cars.	
{ Changed to read :	
{ Dressed Hogs, O. R., in refrigerator cars, to be charged 5 cents per 100 lbs. above the rate from point of shipment on Dressed Hogs in common cars.	
{ Earthen Ware, in boxes, bbls. or crates.....	6
{ Changed to read :	
{ Earthen Ware, in boxes or bbls.....	2
{ Furs, Mink, Otter, Beaver, and other valuable skins, in bales.	
{ Changed to read :	
{ Furs, Mink, Otter, Beaver, Muskrat, Bear, Fisher, Marten, Wolf, Lynx, Badger, Raccoon, Wildcat, Skunk, Opossum, Fox, and other valu- able skins, in bales.	
{ Locomotives, loaded on flat cars, actual weight.....	6
{ Changed to read :	
{ Locomotives, actual weight less than 20,000 pounds, loaded on flat cars.....	4
{ Oars, O. R., C. L.....	6
{ Changed to.....	9
{ Pickles, in glass, O. R., C. L.....	5
{ Changed to.....	6
{ Pop Corn, ground, in boxes, Changed to read :	
{ Popped Corn, ground, in boxes.	

{ Pop Corn, in barrels or boxes.....	6
Changed to read :	
{ Popped Corn, in barrels or boxes.....	4
{ Poultry, Live, C. L., in coops or crates, etc.,	
Changed to read :	
{ Poultry, Live, C. L., in coops or crates, size 3x6, single deck, estimated weight per coop, for Chickens and Ducks, 200 lbs.; Geese, 225 lbs.; Turkeys, 250 lbs.; minimum weight, per car, 8,000 lbs.; excess above 8,000 pounds, to be charged for. Pass man in charge—no return pass.	
{ Preserves, in glass, boxed, O. R.....	1
Changed to read :	
{ Preserves, in glass, boxed, C. R.....	1
{ Range Boilers, L. C. L.....	5
Same, C. L.....	6
Changed to read :	
{ Range Boilers, less than 2,000 lbs.....	5
Same, 2,000 lbs. and over.....	6
{ Wagon and Carriage Bows and Wheels, L. C. L.	
Changed to read :	
{ Wagon and Carriage Bows and Wheels, not finished or painted, L. C. L.	
{ Wagon Material, C. L.	
Changed to read :	
{ Wagon Material, C. L. (See Rule 14.)	
{ Wheelbarrows, C. L.....	6
Changed to.....	9
{ Wire Screens, boxed.....	1
Changed to read :	
{ Wire Screens, for doors or windows, boxed or crated.....	D-1

ERASURES FROM CLASSIFICATION.

Feathers, pressed, in wool sacks.....	1
Oil Stones, same as Scythe Stones.	

Communications in regard to the following articles were laid on the table, as it was deemed to be inexpedient to make any change in the present classification, viz.:

Dried Apples, Oleomargarine and Tallow Oil, Paper Pails and Plates, Blue and Orchard Grass Seed, Dry Hides, Deer and Antelope Hides, Chain, Coal Oil in Car Loads, Sheet Metal Goods, Apple Butter in Wooden Pails, Buggy Bodies.

The Seventh Class Committee made a report, which was laid over until the next meeting, and the following was adopted, viz.:

Resolved, That the report of the Seventh Class Committee be received, and the Committee discharged.

Resolved, That Copper Matte or Ingots; Copper Residue, Ore, Silver, Lead,

Antimony or Copper, and Calamine, shall all be governed by the same rules and regulations as to value, minimum weight per car load, etc., as have been adopted in regard to Bullion.

Resolved, That the classification of Wagons, Carriages and Vehicles, be referred to the sub-committee on Vehicles with instructions to report at the next meeting of this Committee, as to the necessary changes that should be made in the phraseology and classification of these articles.

Communications in regard to the following articles were referred to the sub-committees, as noted, and to report at the next meeting, viz. :

Furniture, car loads, Wagon Bows, Felloes, etc.

To the Committee on articles of wood manufacture.

Westinghouse Engines, etc.

To the Committee on Machinery.

The following sub-committees were appointed, viz. :

- | | |
|--|--|
| On Agricultural Products, including Grain, Pro- | {
A. C. BIRD,
R. W. GEIGER,
H. W. HIBBARD. |
| visions, Highwines, Whiskey, etc. | |
| | |
| On Agricultural Implements, Machinery, and Vehi- | {
R. M. FRASER,
LUCIEN HILLS,
J. A. GRIER. |
| cles of all kinds. | |
| | |
| On articles of Wood Manufacture of all descriptions, | {
J. T. R. McKAY,
A. B. LEET,
W. S. WEED. |
| including Furniture and Forest Products. | |
| | |
| On articles of Steel, Iron, Copper, Brass or Stone | {
C. L. COLE,
G. G. CUCHRAN,
JNO. PORTEOUS. |
| manufacture, including metals. | |
| | |

Respectfully submitted,

F. H. KINGSBURY,
Chairman.

J. T. R. McKAY,
Secretary.

CIRCULAR No. 438.

Issued December 18, 1882.

BASIS OF WESTBOUND RATES TO SUNDRY WESTERN POINTS.

By agreement between the Trunk Lines, on and after Wednesday, December 20, 1882, the basis of Westbound rates to points named below will be as follows :

Princeton, Ind.....	Same as.....	Evansville, Ind.
Rockport, ".....	".....	" "
Mount Carmel, Ill.....	".....	" "
Brown's, Ill.....	".....	" "
Fairfield, ".....	".....	East St. Louis, Ill.
Mount Vernon, Ill.....	".....	" " " "

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

CIRCULAR No. 439.

PROCEEDINGS OF THE STANDING COMMITTEE OF THE JOINT
EXECUTIVE COMMITTEE, AT A MEETING HELD AT THE OFFICE
OF THE CHAIRMAN, 346 BROADWAY, NEW YORK, WEDNES-
DAY, DECEMBER 20, 1882.

Present :

H. J. HAYDEN.....Gen. Traffic Mgr..N. Y. C. & H. R. R.R.
R. C. VILAS..... Gen. Freight Agt..N. Y., L. E. & W. R.R.
JNO. S. WILSON... .Gen. Freight Agt.. Pennsylvania R.R.
FRANK HARRIOTT... Gen. Freight Agt.. Balt. & Ohio R.R.
O. J. GEER.....General Agent...Pennsylvania R.R.
W. H. McILHANNEY..Foreign Ft. Agt..N. Y. C. & H. R. R.R.
A. H. WARD.....Gen. Eastern Agt..N. Y., L. E. & W. R.R.
E. G. DIXON..... N. Y. Freight Agt..Pennsylvania R.R.
A. C. ROSE.....General Agent...Balt. & Ohio R.R.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

N. GUILFORD,
Asst. to Commissioner.

H. C. BLYE,
General Agent.

I.—COMMENCING DECEMBER 31, TRUNK LINES TO EXACT THEIR FULL PROPORTION OF
TARIFF RATES ON EASTBOUND SHIPMENTS.

The following resolution was unanimously adopted :

Whereas, a considerable amount of freight is still being tendered to the Trunk Lines at rates in force prior to December 1, such rates being billed as in transit prior to the advance—

Resolved, That on all traffic reaching the Western termini of the Trunk Lines on and after the 21st day of December, the Trunk Lines will exact their full proportion of the full tariff rates of December 1, whether the property is noted on manifest as "in transit prior to December 1," or not. Any legitimate claims for overcharges arising from this action, must be settled by voucher upon proof satisfactory to the Commissioner, that the property was actually entitled to the rates in force prior to December 1.

II.—APPLICATION FOR SPECIAL RATES ON EXHIBITS OF NATIONAL EXPOSITION OF RAILWAY APPLIANCES.

The application of the National Exposition of Railway Appliances, that special rates be made on shipments intended for the exposition to be opened at Chicago, on or about May 31, 1883, was received, and, on motion, it was agreed: That on all shipments forwarded to the exposition, full tariff rates should be charged, but that the shipment would, if unsold, be returned free, upon presentation of certificate signed by proper officer of the exposition; and that the certificate should be attached to the manifest of each shipment.

III.—ON SHIPMENT TO TEXAS POINTS, THE RATES TO MISSISSIPPI RIVER POINTS ONLY TO BE INSERTED IN THE BILLS OF LADING.

As under existing laws of the State of Texas, the clause in bill of lading providing that through rate is "subject to change in classification adopted by Western and Southern railroads," does not sufficiently protect the Eastern roads against difference in classification on Western and Southern roads, it was—

Resolved, That, commencing January 1, 1883, on all business destined to Texas points, the Eastern roads will only insert in bills of lading the rates from points of origin to the Mississippi River points.

The meeting was then adjourned.

ALBERT FINK,

Chairman.

C. W. BULLEN,
Secretary.

CIRCULAR No. 440.

Issued December 27, 1882.

BASIS OF WESTBOUND RATES TO SUNDRY POINTS ON N. Y., C. & ST. L. RAILWAY.

By agreement between the Trunk Lines, on and after Friday, December 29, 1882, the basis of Westbound rates to points named below, will be as follows :

Thornton, Pa.	.....	same as.	.....	Cleveland, Ohio.
Spier's Corners, O.	.....	"	.....	Fostoria, "
Green Springs, "	.....	"	.....	" "
Linden, "	.....	"	.....	" "
Arcadia, "	.....	"	.....	Columbus, "
McComb, "	.....	"	.....	" "
Leipsic, "	.....	"	.....	" "
Continental, "	.....	"	.....	Springfield, "
Latty, "	.....	"	.....	Butler, Ind.
New Haven, Ind	.....	"	.....	Ft. Wayne, "
So. Whitely, "	.....	"	.....	Cincinnati, Ohio.
Claypool, "	.....	"	.....	Indianapolis, Ind.
Argos, "	.....	"	.....	Chicago, Ill.
Thomaston, "	.....	"	.....	" "
Wanatah, "	.....	"	.....	" "
Spriggsboro, "	.....	"	.....	" "
Hammond, "	.....	"	.....	" "
Stony Island, "	.....	"	.....	" "

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 441.

Issued December 29, 1882.

ADDITION TO WESTBOUND CLASSIFICATION.

The Eastern Trunk Lines have agreed to the following addition to the Classification of Westbound Freight, to take effect Saturday, December 30, 1882:

St. John's Bread, or Honey Beans..... 2

ALBERT FINK,

Commissioner.

C. W. BULLEN,

Secretary.

CIRCULAR No. 442.

Issued December 30, 1882.

EASTBOUND RATES FROM JOLIET, SENECA, ETC.

At a meeting of the Trunk Line Committee, held on Wednesday, December 20, 1882, the action of the Chicago Committee regarding adjustment of rates from Joliet, etc., was under consideration, and the following resolutions were unanimously adopted :

Resolved, That the Trunk Line Executive Committee fully approves of the arrangement proposed by the Chicago roads at meeting of November 17, 1882 (see Proceedings 1882, pages 239 and 240), fixing the Joliet rate on the short line percentage basis, namely : 104 per cent. of the Chicago rate, and allowing the Western roads, carrying such freight via Chicago, as their proportion, the additional 4 per cent. of the rate, Chicago to New York, and \$1.50 per car load for terminal expenses, to be defrayed by the roads leading East from Chicago, on all freight which originates at Joliet, Mokena, Lockport and Lenox.

Resolved, That this Committee disapproves of the practice of accepting less than the full Chicago rate on business received from any Western road at Chicago and junction stations in Cook County, Illinois, except on freight originating at points from which divisions of through rates have been established.

Resolved, That the Trunk Lines will, hereafter, commencing January 1, 1883, charge upon all freight forwarded from Chicago and junction stations in Cook County, Illinois, their full proportion of the Chicago rate, in accordance with the foregoing resolution, and they will not be parties to any bills of lading at less rates than those specified in said resolutions.

Resolved, That the Commissioner is hereby authorized to employ agents at Joliet and other points, to ascertain what business actually originates at those points, and to see that the rates as specified in the above resolutions are enforced.

Resolved, That the Committee also agrees that the rate from Seneca shall be the same as from Joliet, to take effect January 1, 1883.

ALBERT FINK,
Commissioner.

C. W. BULLEN,
Secretary.

REPORT

OF

MESSRS. THURMAN, WASHBURNE & COOLEY,

CONSTITUTING AN

ADVISORY COMMISSION

ON

DIFFERENTIAL RATES BY RAILROADS

Between the West and the Seaboard.

NEW YORK:

RUSSELL BROTHERS, PRINTERS, 17, 19, 21, 23 ROSE STREET.

1882.

REPORT UPON DIFFERENTIAL RATES.

PRELIMINARY.

In January, 1882, the undersigned were notified that they had been selected by the New York Central & Hudson River Railroad Company, W. H. Vanderbilt, President; the New York, Lake Erie & Western Railroad Company, H. J. Jewett, President; the Pennsylvania Railroad Company, G. B. Roberts, President, and the Baltimore & Ohio Railroad Company, John W. Garrett, President, to act as an Advisory Commission upon "the differences in rates that should exist, both eastwardly and westwardly, upon all classes of freights between the several terminal Atlantic ports," and to report upon the same.

Accepting the appointment, the undersigned met and organized as a Commission, at the City of New York, on February 13, 1882, by designating Mr. Thurman to act as Chairman and selecting Mr. Thomas C. Moore, of Indianapolis, as Secretary. On conferring with Mr. Albert Fink, who on that occasion represented the several railroads named, we were informed that it was not the purpose or desire of the railroad managers to take part in the proposed inquiry after setting it on foot; but that they proposed to leave it exclusively in our hands, in the expectation, however, that other parties interested in the problems of railroad transportation would make before us a full showing of the facts supposed to have a bearing upon the question, and that we would then express our opinion, uninfluenced by the wishes or interests of the railroad companies. The managers informed us, however, that they held themselves ready to furnish any such information as might be peculiarly within their knowledge, at any time when we might call for it.

Having this understanding of our commission, and desirous of acting intelligently and with full information, we caused circulars to be sent to all the commercial organizations of the cities of New York, Philadelphia, Baltimore and Boston, and to such like organizations in the interior as it was thought would be inclined to respond, inviting them to appear before the Commission and present their views; and whenever a desire to be heard was expressed by any one of them, time and place were designated for the purpose.

From the Produce Exchange, the Board of Trade and Transportation, and the Chamber of Commerce, of the City of New York, and from the corresponding organizations of the cities of Philadelphia and Baltimore, letters expressive of a desire to be heard were received, and public meetings were accordingly held in those cities, at which the question referred to us was very fully considered and discussed. For the purposes of such discussion, we found that in every instance careful and thoughtful preparation had been made, and the arguments, either in full or in substance, were put in print for our subsequent review. Statistics were also collected for us, so far as was thought important. Under the guidance of the commercial bodies, we also visited and inspected the railroad terminal facilities, under circumstances most favorable to a full understanding of the manner in which they concerned the general subject.

The leading commercial organizations of St. Louis, Louisville and Toledo also appeared before us at public sittings held in those cities respectively, and presented their views in print, supplementing them with oral arguments and explanations.

We were also favored at Philadelphia with discussions by representatives of the Board of Trade of Newark, New Jersey, and at St. Louis with the views of the Board of Trade of Indianapolis, presented by one of its members. The Chamber of Commerce of Cincinnati communicated its views to us in formal resolutions, without deeming it necessary to request public sittings in that city, and single individuals, not representing any formal organizations, have also in some cases

been heard. We have also sought and obtained information independently wherever we have found it available, and have made use of the published reports of the railroad companies for that purpose. Our endeavor has been to view the subject from the standpoints of the various interests concerned, and to reach a conclusion that overlooked the just claims of no interest and no locality.

THE QUESTION.

The subject referred to us is that commonly spoken of under the designation of Differential Rates. In the reference, however, and in the paper which follows, the term is made use of in a somewhat restricted sense, being applied not to the differences in rates generally, or as between the several classes of freight as they are arranged in the tariffs of freight charges, but to the differences in rates which are made by the railroad companies as between the several Atlantic seaport cities, and the interior points where the freights are taken up or delivered. It appears that the four railroad companies mentioned, and which, with the Grand Trunk of Canada, are commonly called the Trunk Line roads, have generally been accustomed to make higher charges for the transportation of freights between New York and Boston, as eastern *termini*, and the leading towns of the interior, than between Philadelphia and Baltimore and the like towns; and that at the present time they seem to agree in the policy and propriety of making these differences. An idea of the extent of the differences is indicated by the statement that, taking the charges for the transportation of eastward bound freights from Chicago to New York as the standard, the charges to Boston are made the same, and those to Philadelphia two cents, and to Baltimore three cents per hundred pounds less. On westward bound freights the differences are not uniform, but are made higher in the case of those classes of property which are rated highest in the freight tariffs. As between the seaboard cities and St. Louis, Cincinnati, Toledo and other Western towns, the rates are proportioned to the Chicago rate according to mileage. This is the existing rule or practice.

Whether it is right or proper to make any such discrimination in the charges for the transportation of property between the Atlantic cities and the cities of the interior, and if so, to what extent, is the question that we understand was referred to us, and nothing more. We, therefore, limit our discussion to that question, and pass by many subjects of interest in railroad transportation that were more or less touched upon in the public discussions which took place in our hearing, but which can interest us only as private citizens. Whatever opinions we or any of us may have respecting controverted questions in railroad policy and railroad management, which do not fall within the scope of our present inquiry, it would not become us to intrude them into this discussion.

THE PARTIES CONCERNED.

Although the invitation to us came from the Trunk Line railroad companies, we have not understood that this was because the subject was one over which they had rightfully any exclusive authority. It is, indeed, a subject with which they, first of all, are called upon to deal, for they and their affiliated roads enforce the charges which come under consideration, and establish the differentials if any are established at all. But the railroads constitute a single class only of the many whose interests may be affected, and it may appear, perhaps, that they are not the class most largely concerned. In all the discussions before us it has been assumed that the people of Boston, New York, Philadelphia and Baltimore, and especially all those who are engaged in the exchange of commodities with the interior and with foreign countries, are largely interested, and that their prosperity is to some extent involved in the relative adjustment of rates. The railroads of the interior, which act as feeders to the Trunk Lines, and divide with them the charges on freights moved between the interior and the seaboard, are also interested to the extent that the differentials affect their proportion of the charges. We have found also that the people of the interior consider their interests to some extent involved in the question; and they certainly are concerned in having such tariffs of charges

upon the roads over which their traffic is conducted as will give them the advantages of any and all the Atlantic markets, without subjecting their dealings with any one of them to unfair conditions or burdens. It is therefore evident that the question is one of very general interest; and it may almost be said that the question of relative equality of rates, as between Chicago and the Atlantic ports, when those between the other Western towns and the same ports are measured by them, is one of national rather than of local concern.

THE SITUATION.

Three distinct views of the differential rates were taken and urged before us, which may be shortly stated as follows: The New York view, that the differences made in the rates in favor of Baltimore and Philadelphia were wholly wrong and should be abrogated; the Baltimore view, that the differentials were right in principle, but if anything too small; the Philadelphia view, that the differentials should continue, but that they ought not to discriminate as between Philadelphia and Baltimore. In the interior we encountered much difference in opinion, but no views distinctively peculiar.

The discussion was opened at New York, where it seemed to be assumed that the parties chiefly concerned were the three cities of New York, Philadelphia and Baltimore, and that the differentials operated to build up the business of the two last to the prejudice of that of New York. On this assumption it was then said they were unjust, and that it was the duty of the New York railroads to force their abrogation. It was also assumed that two of the Trunk Line railroads were peculiarly New York roads, whose managers ought to be expected to labor especially in the New York interest, and to enter into the rivalries of that city, so far, at least, as might be necessary to protect the commerce of New York against injury through the more favorable rates which might be offered by the Philadelphia and Baltimore roads to the people of those cities respectively. At Philadelphia a somewhat similar view was taken of the obligation of the Pennsylvania Railroad to protect Philadelphia interests, and at Baltimore a

corresponding protection appeared to be looked for at the hands of the Baltimore & Ohio Railroad. Thus the several Trunk Line railroads were spoken of as New York, Philadelphia and Baltimore roads respectively, and claims of a local nature were made upon them as being such roads.

Nothing, however, in our investigation of the subject has struck us more forcibly than the fact that the growth of railroad business has been such as to take from the several Trunk Line roads nearly all of purely local character which they formerly possessed. The time appears to have gone by when the interests of any one of them can be concentrated upon and bound up indissolubly with the interests of any one city, so as to constitute it either the dependent or the champion of that city as against the rest of the Union, or even as against any other commercial centre of the Union. The arms of every one of these roads reach out in every direction to embrace and gather in the business of the country, and to distribute impartially according to need and demand. States and cities have called particular railroads into being, but they cannot circumscribe their operations, or make exclusive appropriation of their benefits. Once constructed, they belong to a public which pays little regard in business matters to State lines, and business reasons, which have general influence and force, control their operations, in spite of local sympathies or desires. It is true that two of the Trunk Line railroads—the New York Central & Hudson River, and the New York, Lake Erie & Western—hereinafter spoken of as the Central and the Erie respectively—find the largest share of what is called their through business directed to or originating at the City of New York, and it may be that their managers desire to bring to that city all the business they can control. In common parlance, there is certainly nothing misleading in speaking of these two as New York roads; for the major part of their interests centre in New York, and whatever benefits or injures the business of New York, must, to some extent, benefit or injure them also. But these roads do not refuse freights to Baltimore, Philadelphia or Boston; on the contrary, they enter into competition for them, and

through the assistance of affiliated roads, endeavor to make it for the interest of the people of those cities to avail themselves of their facilities in the transportation of goods and supplies. They thus make themselves part of a system of competitive roads, which offers to the business community of every Atlantic seaport a choice of traffic routes and traffic agencies, and they solicit business on the necessary understanding that they shall respect the just rights and claims of all localities, and not sacrifice to New York the interests which are confided to them elsewhere.

It is also not misleading to speak of the Baltimore & Ohio Railroad as a Baltimore road, for its interests, in the main, centre in the City of Baltimore ; its bonds and stocks are supposed to be mainly held or controlled there, and its traffic is mainly between that city and the interior. But this road, no more than the New York roads, consents to stand apart from the railroad system of the country, as a road limiting its business to a single Atlantic terminus, and declining general competition. On the contrary, it solicits business at the seaports to the north of Baltimore ; and that its efforts in that direction have a fair measure of success is evidenced by the fact that in the year 1880 it carried of the westward bound freight moved by the Trunk Line roads from New York more than eight per cent., from Philadelphia more than nine per cent., and from Boston about five per cent., and these proportions are fairly representative of the general run of its traffic. These facts are sufficient to show that neither the New York roads nor the Baltimore road are so exclusively linked to the business interests of those cities respectively as to be either unable or unwilling to share in or contribute to the prosperity of rival cities. And it is now publicly said and seems to be understood that the Baltimore & Ohio is seeking to obtain an independent line into New York, that it may make its competition at that point still more active and efficient.

It certainly cannot be claimed, with much appearance of plausibility, that the Pennsylvania Railroad is the road of any particular city. The company which owns it is indeed a Penn-

sylvania corporation, its offices are in the City of Philadelphia, its stocks and bonds are largely held there, and perhaps not largely held elsewhere in this country, and it is not improbable that the feelings and sympathies of those who manage its concerns would incline them to desire specially the growth and prosperity of Philadelphia above other places. But the road has its eastern terminus, not at Philadelphia, but on the harbor of New York, where it has made large and costly preparations to compete with the Central and the Erie for New York business. That it does compete with those roads successfully is shown by the enormous amount of freight which it moves from and carries into that city, and by the fact that the merchants of New York have come to look upon it, with entire justice, as one of their most important channels of communication with the West. In the year 1880 this road took out of New York twenty-six per cent. of the westbound freight carried by the Trunk roads, and delivered to it nearly twenty per cent. of the eastbound. While thus successfully bidding for the custom and favor of New York, it is plain that the Pennsylvania Railroad cannot antagonize the interests of New York unfairly, and must refrain from any attempt to subordinate them to the rival interests which it also endeavors to serve. It is a necessary condition of its competition for the trade of New York, that it shall make its services beneficial, and that it shall offer facilities which are not surpassed by those offered by other roads. But the Pennsylvania also, through its association with the Northern Central, competes with marked success for the trade of Baltimore, and took away from that city in the year 1880 twenty-three per cent. of the westbound freight carried by the American Trunk Line roads. Its share in the eastbound freight was still more considerable, being forty per cent. What is said of its relations to New York business may therefore with equal truth be said of its relations to the business of Baltimore : it must hold itself above the rivalries of locality, and assume the attitude of an impartial carrier, desirous of the favor and custom of the whole country, and willing and anxious to serve all localities on such terms as are relatively equal and substantially just.

It is not likely that this reaching out of all the Trunk Line roads to compete with each other in the several Atlantic cities was contemplated when the roads were originally constructed ; but as the several lines have pushed their connections in the West in competition, it has been found desirable for each to offer to its patrons the advantages of as many markets as possible, and to carry for them, without breaking bulk, whatever they have had for carriage in an eastward or westward direction. Competition has thus made roads national which were once local, and it is vain to expect that so important a subject as that of differential rates will be settled on the local preferences or prejudices of those who may have authority in railroad circles. It must, therefore, be settled either arbitrarily, by the fiat or agreement of the transportation companies, or it must be determined by some underlying principle. We agree with what was said in the New York discussions and elsewhere, that any arbitrary adjustments in disregard of such principles as would naturally influence prices of transportation when untrammelled, would not, could not, and ought not to be upheld. There should be—and as we think there must be—some principle by which to determine such a question, or perhaps two or more principles acting upon and qualifying each other.

It has been assumed in the discussions we have listened to, that business would be invited to a city by low rates upon its railroad lines, and that the prosperity of the city would bear some relation to these rates. How far this assumption is likely to be well founded, we, of course, have no more means of judging than has the general public. But the fact that each of the Trunk Line roads has its relations to all the cities, and each city receives benefits from all the roads, is sufficient to suggest some question, whether low relative rates and large relative business will necessarily go together. Though it is true, as we think and have said, all the roads which compete for the business of a place must treat its interests fairly, and not subordinate them to the interests of rival places ; yet it must be expected that they will at all

times have primarily in view their own interests, and that their zeal to procure business will bear some proportion to the anticipated profits. If New York business is most remunerative, it will be sought most eagerly; if not, the railroad managers will direct attention to that which is. Reducing the New York rates relatively to those of Philadelphia and Baltimore, seems, therefore, to invite the roads to favor particularly the business of the two cities last named. Establishing differential rates in favor of Philadelphia and Baltimore holds out inducements to the railroads to favor the New York trade. The Pennsylvania Company may be expected to desire to carry freights past Philadelphia to New York if it can be paid for the additional haul, but to prefer to leave them in Philadelphia, if for the considerable distance from there to New York it will be paid nothing for the transportation. Thus what each city asks, appears to have some tendency to enlist the selfish interests of the railroad companies against it. We mention this among other circumstances affecting the question, without deeming it necessary to remark upon it further.

THE PRINCIPLES THAT SHOULD CONTROL.

It seemed to be taken for granted, in the arguments presented to us, that the existing differentials had not been determined on any principle, but that they were the result of a compromise between the railroad companies, whereby they had purchased peace between themselves. Three different principles, however, were suggested by different parties, as those which should control, and these found advocates in different localities, according as, it was thought, those localities would be favored by their operation respectively. These three principles may be designated respectively: the distance principle, the cost principle, and the competitive principle. It is, however, proper to say that those who advocated the first and the second of these principles, generally agreed that the third should not be discarded; but that it had its legitimate place, and must have its legitimate influence also. Brief notice will be taken of these three principles respectively.

THE DISTANCE PRINCIPLE.

It was contended by the commercial representatives of Philadelphia and Baltimore, that freight charges on like classes of freights between the interior and the seaboard cities ought to be proportioned to distance. We understood them to mean by this, that the shortest line from Chicago to each of the Atlantic cities should be taken as the standard for measuring the freight charges between Chicago and that city, and that the charges for all the cities should then be determined by the mileage. By referring to the accompanying note, it will be seen that if the mileage standard were adopted, the freight charges between New York and Chicago would be about ten per cent. greater than those between Philadelphia and Chicago, and about thirteen per cent. more than those between Baltimore and Chicago. Those between New York and Cincinnati would be about twenty-eight per cent. more than between Philadelphia and Cincinnati, and about thirty-eight per cent. more than between Baltimore and Cincinnati.* According to the average rates on grain

*DISTANCES VIA THE SHORTEST RAIL ROUTES TO

	Boston.	New York.	Philadelphia.	Baltimore.
Chicago.....	1,009	900	823	802
Burlington, Ia.....	1,216	1,106	1,030	995
Cincinnati.....	927	743	667	576
Columbus, O.....	807	623	547	512
Cleveland.....	671	580	504	483
Detroit.....	724	673	682	661
Indianapolis.....	951	810	735	700
Kansas City.....	1,487	1,324	1,248	1,192
Louisville.....	1,161	870	794	706
Memphis.....	1,438	1,247	1,171	1,083
Milwaukee.....	998	947	908	887
Omaha.....	1,503	1,393	1,317	1,294
St. Louis.....	1,212	1,050	973	917
St. Paul.....	1,418	1,308	1,232	1,211
St. Joseph.....	1,478	1,356	1,280	1,223
Toledo.....	784	693	617	596

Taking Boston as the standard, New York averages twelve per cent. nearer to these towns, Philadelphia eighteen, and Baltimore twenty-two per cent. nearer.

Between New York and Chicago the line of the Pennsylvania Railroad is forty-seven miles shorter than that by the Erie and its connections, fifty miles shorter than that by the New York Central and its connections, and one hundred and fourteen miles shorter than that by the Baltimore & Ohio and its connections.

and provisions this year, the differentials have only been about six and two thirds per cent. in favor of Philadelphia, and ten per cent. in favor of Baltimore; and the distance principle would, therefore, on an average, increase them greatly. It was urged that it was by this principle that the several roads, constituting a competing line, are accustomed to apportion their joint charges, and that these very Trunk Lines adopt it in dividing the charges upon through freights with the roads from which they receive the freight, or to which they deliver it. The New York representatives, on the other hand, contended that the distance principle could not with any justice control, for the reason that distance does not measure either the cost or the value of the service; so that if adopted as the standard of charges, it would be an arbitrary standard, and the element of equity in the rates would be disregarded.

If there were between each of the Atlantic cities and the interior towns only a single line of railroad communication, some of the difficulties in the way of the application of the distance principle, which are now obvious, would be wanting. But, as has been said already, every one of those cities has several lines, and would be content with no less. The supposed distance principle ignores this fact: selecting the shortest line to each city, to the disregard of the rest, and estimating the charges in proportion to its length. It might thus happen that the charges on freights from Chicago to the several seaboard cities, with all their roads taken into the account, would bear no proportion whatever to the distance; and it is certain that as between the roads serving the same city, the supposed principle could not be applied at all, for they, irrespective of distance, must conform to the lowest rates. The distance apportionment would, therefore, not be an apportionment of principle, but only of expediency; and whether expedient or not, must depend somewhat on other considerations, which present themselves in the practical administration of railroad affairs.

It cannot be said, however, that distance is a circumstance without value in the determination of railroad tariffs; it is,

on the other hand, one of much importance. Nearness to the producers and consumers of the articles which it handles is a great advantage to any city; and so far as the rivals of New York are possessed of this advantage, they are justified in expecting that it will be recognized. But the value of this advantage is a question that must be determined with many other things taken into the account, and can only be fully solved in the tests of competition. The general fact now is that distance does not determine railroad charges, and that where competition is most active it influences them the least. The distance principle does not, therefore, stand the test of competition, and so far as we can perceive, there is no possibility of establishing it except by subordinating competition altogether to it. But to do this would require an exercise of arbitrary authority which we do not understand those who advocate the distance principle to advise or desire. We must conclude, therefore, that distance cannot supply for us the controlling principle, and that its proper influence upon transportation charges cannot be determined either arbitrarily or as a matter of antecedent computation or estimate.

THE COST PRINCIPLE.

New York parties who rejected the distance principle were inclined to favor the grading of rates by the cost of service; and if this were done, they claimed that the differentials would disappear altogether. Cost of service is here employed as synonymous with the phrase cost of moving freight, which is most commonly used. The latter phrase, however, is used in two very different senses, which it may be important to distinguish in order to avoid misconception. Railroad companies use the phrase for their own purposes when making reports to their stockholders or for the public under the requirements of State laws. In such reports cost of moving freight will be understood to be the actual outlay by the railroad company in moving its freight over a completed and equipped road. This outlay will embrace the cost of fuel, the compensation to the regular freight agents, to freight solicitors, if any, to the servants employed to handle the

freight and govern and move the trains. It must also embrace the necessary expense of keeping good the freight equipment, and it should include a fair proportion of all such expenses of the company as are incurred for the freight and passenger traffic in common, such as repairs of track, taxes, official salaries, legal expenses, office expenses, general advertising, etc. To all these must be added the cost of insurance against losses to freight and freight equipment by casualties of all descriptions, or of making good such losses. If all these items are added together, and the sum total is divided by the number of tons of freight moved one mile upon the road, we have as the result the average cost of transporting a ton of freight for one mile of distance.

The report which gives these items will also give others that, as between the railroad company and its patrons, must be understood as constituting a part of the cost of service. If the company owes debts, the interest paid upon these should be included; if it has made dividends to its stockholders, the amount should be included also. Indeed, it is generally conceded that the cost of service should rightfully and equitably be made to include a fair return in interest or dividends on the cost of the railroad investment; though as to what return is fair and reasonable, differences in opinion are held and expressed. But for our present purposes it is sufficient to leave any such differences out of view, and to speak in general terms of the cost principle as that which would measure the railroad charges by the cost of service, and which would make the cost of service embrace the actual outlay of the railroad company as above explained, and a fair return in interest or dividends on the cost of the road and its equipment.

To show that the cost principle would be to the advantage of New York, it became necessary to show that the cost of transporting freight between New York and Chicago was or ought to be less than the cost between Philadelphia and Chicago, or Baltimore and Chicago, or at least that it was not greater. But upon this point, unfortunately, the information that was produced before us did not appear to be very pre-

cise or very accurate. The expressions of opinion were indeed clear and strong, but they were generally supported by argument and inference rather than by evidence. Our attention was not directed to official reports or figures, where or by which the actual cost was set forth, but rather to the topographical features of the country between New York and the head of Lake Michigan, which it was said offered admirable facilities for the construction of railroads, which would be economical in original outlay, and economical also in their operation. No such economical road, it was said, had been or could be constructed further to the south, and the unfavorable gradients and curvatures on the Pennsylvania and the Baltimore & Ohio roads more than deprive them of all the advantages which they possess in shorter distance. It was also urged that another important circumstance should be taken into the account when the cost is being estimated. By far the larger portion of all the freight carried by the Trunk Lines is eastward bound. When cost is considered the probability of return freights must be taken into the account, since to whatever extent the cars which convey freight to the seaboard must be returned without loading, the cost of the return must be reckoned as part of the cost of transporting the eastbound freight. And it was confidently asserted that the probability of obtaining remunerative return freights was much greater at New York than elsewhere on the Atlantic coast.

To make out the case of more favorable lines and gradients between Chicago and New York, the route is required, after it leaves the shore of Lake Erie, to follow substantially the course of the Erie Canal to the Hudson, and thence down that river. By that route a road has been constructed with few unfavorable grades and curves, and this road no doubt is or can be operated with much greater economy than would be possible if its line were through a mountainous region. But if we take this as the route for freight transportation between New York and the interior, and compare it with the routes to Philadelphia and Baltimore over the roads which carry most freights to those cities re-

spectively, we commit the mistake of directing our attention exclusively to the one road which possesses this favorable line, and ignoring altogether the fact that New York has other roads which it is desirable for its interest should live and prosper, and that over each of them the active and energetic merchants and manufacturers of that city are seeking the business of the interior and inviting its custom. Every one of those roads brings to New York a large amount of trade which would not be obtained without its facilities; and it seems certain that New York cannot afford to ignore any one road, any more when it is settling its grievances with rivals than when estimating advantages over them. If, therefore, it be demonstrated that the New York Central and its connecting roads can transport western products from the interior to New York as cheaply as the more southern roads can move them to Baltimore or Philadelphia, it may not follow that the interest of New York would be subserved by the adoption of the cost principle and the bringing of the charges on freight transportation to and from New York to the test of what the Central could afford. Prudence would require that at least the probable consequences should be considered; and if among these consequences should be the possibility of some other line to New York being found unable to endure the test of the cost principle, this of itself ought to raise some doubt whether the city of New York could be interested in establishing it. Now, the very claim that is made in behalf of the New York Central route, as one of remarkable economy, assumes that the Pennsylvania route is less economical; and the assertion that the Central can carry from Chicago to New York as cheaply as the Pennsylvania can carry from Chicago to Philadelphia, contains within it—since the less is contained in the greater—that the Central can carry from Chicago to New York cheaper than the Pennsylvania, which only reaches New York by carrying past Philadelphia, can possibly do. The application of the cost principle, if made under such circumstances, must force the Pennsylvania to this alternative: that it must carry at rates which will not give to the company a fair return in profits, or it must give up competition

for New York business ; and the Erie, whose line is also assumed to be less favorable than that of the Central, might be compelled to face the same alternative. It probably would not be contended that either the Grand Trunk or the Baltimore & Ohio, whose lines to New York, through connecting roads, are so much longer than those of the Pennsylvania, could compete at all for New York business under a strict application of the cost principle. The natural tendency of its application would, therefore, be in the direction of throwing upon one of the existing lines to New York the bulk of the New York business, to the destruction of the others, and to the final destruction of competition. It is not to be assumed that this is what New York desires. Every great city finds it conducive to its prosperity to secure as many of these avenues of trade and travel as possible ; and it is certainly not more important to gain a new line than to preserve one already in existence, and already equipped with all those powers of usefulness which a new project can only promise at some time in the future. If, therefore, the cost principle were to be adopted for regulating the charges as between the competing cities, it would seem that New York ought to bring into the calculation not one road only, and that the one most economical in construction and operation, but all the roads which contribute to its prosperity, and which it desires to retain.

At Philadelphia and Baltimore it is asserted with great confidence that over no one of the New York roads can freights be conveyed as cheaply, from Chicago to New York, as they can be over the Pennsylvania, and the Baltimore & Ohio roads to Philadelphia and Baltimore respectively. For this confidence certain facts are stated which are supposed to be sufficient to produce the result, and official reports are cited as evidence that the result has followed. The favorable lines of the New York Central, and its affiliated roads, are admitted ; but it is contended that all the advantage of these is more than neutralized by greater distance and the greater cost of fuel to the New York roads over those to the south of them. The Pennsylvania, and the Baltimore & Ohio roads

find the coal, which represents their motive power, in beds at various points on their lines, and can take it up for use at little more than the cost of handling; while the New York roads, on the other hand, and especially the Central, must transport the coal for a long distance at a cost two or three times as great. This cost constitutes a very considerable part of the total expense of moving freight, and it cannot be overlooked or treated as of little moment.

The official figures to which attention was called to show the greater cost on the New York lines are to be found in the reports of the New York Central, the Erie and the Pennsylvania, made by the directors to the stockholders, to show the operation of the roads for the years 1880 and 1881. In those reports estimates are made of the cost to the companies respectively of moving one ton of freight for one mile of distance, omitting from the calculation the items of interest and profits. The reports, as will be seen on referring to the note in the margin, make a very unfavorable showing for New York;* and if the figures told the whole story, and if we could be assured that they were made by each company on the same basis, they would go very far toward justifying the other cities in the claims they make. But, unfortunately, these reports are, for our purpose, of little value. They cover too much in some respects, and too little in others, to give us the information we need. 1. The Trunk Line companies report the cost over their own roads only, and do not include the cost over the feeder roads; but what we need to know is the cost of transportation over the whole line from western points to the seaboard. 2. The companies in their reports do not discriminate between the cost of transporting local freight and through freight, but endeavor only to give the average cost of moving both. But here the reports embrace too much for our purposes, for on this inquiry we are interested

* Cost of moving freight per ton for one mile of distance:

On the New York Central, 1880,	5.41	mills.	1881,	5.62	mills.
On the Erie,	5.34	"	"	5.29	"
On the Pennsylvania,	4.74	"	"	4.37	"

No corresponding figures are given in the reports of the Baltimore & Ohio R.R. Co.

only in the cost of moving through freight. If the freights over all the roads were similar in kind, and if the proportion of through freight to way freight were nearly the same on all, the report of average cost might be accepted as indicating the proportionate cost to each road of its through freights. But we must take notice of the fact, which is matter of common knowledge, that the character of local freight is exceedingly diverse on the different roads, and that the cost of handling is far from being uniform. If one company, for example, handles coal in large quantities as way freight, loading a train completely at one station, and moving it to another for complete unloading, the cost of such business would furnish very unsafe and unreliable means of comparison with that of the local freight of miscellaneous articles, which another road might pick up in small quantities at many way stations, and deliver at as many more. But these railroad companies, unfortunately, have as yet agreed upon no uniform method of keeping accounts, whereby they may determine, by the same standards, the actual outlay of the roads in moving their freights. It would seem that there ought to be no differences in this particular; but the official reports sometimes disclose on examination that the diversities are very considerable, and are not infrequently met with in the accounts of the same company. One company, for example, when it is able to make such betterments as station houses, warehouses and side tracks from its current receipts without increasing its indebtedness, may charge the cost to operating expenses, while another under similar circumstances would charge them to construction account, and still another would include them in operating expenses for the time being, and at the end of several years perhaps transfer them to construction account for the purposes of a new issue of stock. Evidences of these different methods of procedure appeared in reports of different companies, which were made use of for their information or for the purposes of illustration before us. It is no doubt undesirable that there should be this diversity in practice; but while it exists it is necessary to take notice of it. If concert of action among railroad managers could bring about

a uniform system of accounts, so that the official reports based upon them, which are made periodically for the information of shareholders, might give valuable and reliable information and means of accurate comparison to the public as well, the change in methods would be likely to prevent many misconceptions and misconstructions of corporate action which now arise in the public mind, and which lead to both public and corporate annoyances.

For all the reasons assigned, we are without reliable information by which to apply the cost principle in the regulation of charges of transportation between the Atlantic cities and the interior, and we cannot say that the application would be to the advantage of New York. *Prima facie* the case seems to be against New York, especially when the Pennsylvania Railroad, which constitutes one of its most important lines, is taken into the account. It is very manifest that that railroad can leave freights at Philadelphia more cheaply than it can transport them the additional eighty-seven miles to New York, and probably it can deliver them for still less at Baltimore, since the unfavorable grades of the road, to which much importance was attached in the New York arguments, are all passed before Harrisburgh is reached, and from that point the line made use of by the Pennsylvania to reach Baltimore, is shorter than the line to Philadelphia.

The favorable influence which the concentration of foreign commerce at New York ought to have upon railroad rates between that city and the interior, may perhaps be something, for freight tariffs ought to be, and will be, arranged with regard to the probability of compensating freights in both directions. When a railroad company can have freights in one direction only, and must return its cars empty, it must necessarily make the freights pay for the cost of the return. In the eastern and western transportation we have an illustration of this state of things. It is matter of familiar knowledge, that much the largest proportion of freight is eastward bound, and that large numbers of unloaded cars are constantly being sent west over all the roads. If the course of

trade were such, that any one of the Atlantic cities sent out by rail as much freight as it received, its advantage over the others would be obviously very great. Railroad companies could afford to make much better rates upon all freights bound to the city from which they were certain of compensating return loads. It is proper, therefore, that railroad companies should take into consideration the condition of things in this regard, and every participant in foreign commerce has a right to expect that this will be done. We have therefore directed our own attention to the differences in the freights received and those sent out by the four leading Atlantic seaboard cities over the four American Trunk Lines, and have given in a marginal note the aggregates for the year 1880, which will be sufficient for the purposes of approximate comparison.* The table shows that the proportion of freight sent out from New York over these roads, when compared with that which is received from them, is considerably greater than the proportion at either Baltimore or Philadelphia, but it is nevertheless only as one to four and a quarter, and it is manifest that not only must a large proportion of all the cars which go loaded to New York return without loads, but that a much more considerable number must so return from New York than from either of the other cities.

While, therefore, New York has an advantage over its rivals, in the larger proportion of westbound to eastbound freight, the advantage, if estimated by the bulk, is not very great. And it must be borne in mind that these four cities do not by any means furnish to the roads all their west-

*Freight Tonnage by the four American Trunk Line roads for the year 1880 :

	RECEIVED.	SENT.
New York.....	4,266,830	1,022,612
Boston.....	913,887	309,232
Philadelphia.....	1,553,381	299,474
Baltimore.....	1,559,251	241,690

As the business with the Grand Trunk of Canada is not covered by this statement, it will be readily understood that the statement is not so favorable to Boston as it should be, as its business with the Grand Trunk is very large.

bound freight, but that they take large quantities from other towns along their line. It may be that New York westbound freights average highest in the freight tariffs, but even then the relative advantage of New York will probably be less considerable than some of its advocates have supposed. And on a careful examination of all the arguments advanced at New York, we are not satisfied that a strict application of the cost principle, if it should be found susceptible of application, would be likely to benefit the trade of that city in its rivalry with the other Atlantic cities.

But if the exact cost of transporting freight by rail were attainable, could it be made the standard whereby to measure the charges as between competing cities? We do not consider now what might be just and right as between a railroad company and its patrons if the case of any railroad company could be taken up and considered by itself apart from all others, but of what is practicable in view of existing facts. If the cost principle could be applied, we do not see how the railroad companies of the country could justly complain of it. If they could all receive for the transportation service the cost of the service, as above explained, they would benefit their average condition very greatly by accepting it, for they are not now receiving on an average anything near the average legal interest of the country on the cost of their investments.* Many of the companies—perhaps the majority of them—in order to realize cost would be compelled to increase their charges very considerably, while others, including perhaps some of these Trunk Lines, might be called upon for a reduction. The general result would be, not a diminution of charges, but an increase; and it is hardly probable that the country at large would be satisfied with the change,

* In Poor's Manual the aggregate cost of the railroads of this country and their equipment to 1881, is given at \$4,653,609,297. The railroad companies paid in 1880 in dividends, \$77,115,410; and for interest on bonded debt, \$107,866,328. To 1882 the cost was \$5,577,996,931. There was paid in 1881 in dividends, \$93,344,200, and for interest \$128,587,302. It will be seen that the dividends and interest together are about four per cent. on the cost of the roads and equipment; the dividends being much the smaller part. No doubt there is much "watered" stock, and a large allowance may be made therefor, without affecting the accuracy of the statement in the text.

though it might affect particular localities favorably. Moreover, we are to consider that the question of the application of the cost standard to railroad charges arises for discussion and settlement after cities have been built, routes established, canals made and railroads constructed; and that the solution of the question may affect all these beneficially or otherwise to an extent that is beyond present calculation. We have not an unsettled country before us to plan and make laws for, whose people when they select their homes and places of business can calculate the result of existing rules and regulations upon the towns they build, or the industries they establish; but the towns already exist, and have been created at immense cost in view of advantages which were supposed to make them attractive and desirable as locations for trade and commerce; and their existing importance as the homes of great numbers of people, and as the centres of vast manufactures and immense exchanges gives them claims upon the country and upon those who have in any degree the material interests of the country in charge, and gives them powers of defence also when assailed in the rivalry of business which are not to be overlooked or lightly regarded.

These several towns, it is true, came into existence under circumstances which may be different from those which now surround them; and in view of advantages, which in many cases have been rendered comparatively unimportant by subsequent improvements and inventions—as canal and river navigation in many parts of the country has been rendered unimportant by the invention of the locomotive and the iron road—but the towns themselves, their people and their business, remain as great and sturdy facts, which neither the country can overlook, nor the government of the country, nor any of its public agencies. The continued existence of these towns is to be assumed, and their welfare is to be calculated for when laws are made, or regulations having the effect of laws are established. It would be as inadmissible and as unjust deliberately to plan and arrange for the gradual destruction of a great city through the slow but certain annihilation of its business, as it would be to bring destruction upon it by fire or pestilence; and we are not to contemplate with complacency an offence of that nature against

organized society. While it is not the province of government to build up cities for its people, it is its plain duty to permit the cities the people build to live; and it should so shape its own action as to allow every town, as far as possible and reasonable, to avail itself of all its natural and acquired advantages in adding to the prosperity, happiness and comfort of the local community. This seems too plain and indisputable a proposition to be contested by any official authority or public agency.

In a certain sense railroad companies are public agencies, and in some degree they exercise powers which are *quasi* governmental. They make regulations for their business to which the general public are expected to conform; and these regulations are, in some respects, as important as the police laws established by the State itself. Among these are the regulations respecting charges for railroad service. According as these are heavy or light upon the traffic of a particular locality, its trade is likely to decline or prosper, and so dependent is commerce upon railroads that the growth of a town is likely to bear some proportion to the extent of its railroad facilities, and the liberality with which it is treated by railroad managers.

We should consider then what might be the effect of a strict application of the cost principle as between the competing Atlantic cities, say, for illustration, the cities of Baltimore and New York. Baltimore is now a large and prosperous city; it is the chief business centre of a territory larger than any one of the States, and millions of people find their business favored, and their prosperity and comforts enhanced by its existence. One of the most costly roads of the country, with extensive connections and feeders, has been created with almost exclusive regard to Baltimore business; and the road will prosper if the city prospers, and lose its importance if the city decays. A great number of private individuals and public and private corporations are interested in the stock and indebtedness of this railroad company, and would be subjected to embarrassment or suffering if it were to be forced into bankruptcy. For all these reasons the welfare of Baltimore is a matter of national importance, and it is so connected with the trade of the interior that its existence modifies beneficially all the markets. But its relations

to the foreign trade are also such as to render it important to the whole civilized world.

But New York has some most decided advantages over Baltimore, of which its people have availed themselves with great ability and energy. The growth of that city has not been checked by the marvelous prosperity of other towns, and its relative superiority in both foreign and domestic commerce has been substantially maintained. Though Baltimore is much nearer the grain fields of the West, New York still draws to itself much the larger share of the harvests, and it has done this in spite of the fact that, with temporary and unimportant exceptions, the differential rates have at all times been largely against that city. Suppose now that under an application of the cost principle the differentials could be abrogated; what would be the effect upon Baltimore? Would it deprive that city of the share in the trade of the country, which its location, its great expenditures and the skill and enterprise of its people have hitherto secured for it? Would it check the growth of the city, sap its prosperity, and bring ruin upon those everywhere whose business arrangements and investments have been made with a view exclusively or mainly to the trade of that city? And if so, would the result be one that the country could contemplate with satisfaction as the just result of the proper application of a sound principle, and that those having influence in railroad affairs could justly and properly plan for, labor for and shape their tariffs to accomplish?

On the other hand, suppose the strict application of the cost principle should be found to require that the differentials against New York should be doubled; would it be admissible to double them irrespective of all consequences to the trade and prosperity of that city? That these consequences might prove disastrous if the principle could be upheld and enforced, seems certain, for it would give advantages to the town most favorably located for cheap commercial intercourse for which the others could have no compensation. But this very fact—if there were no other impediment—would render the application of the principle impossible. A great city possesses great powers of self protection, and it must exercise them to the fullest extent when the need comes. Great railroad corporations cannot, in their rivalry with

each other, accept principles of action which must necessarily impoverish them. If the Baltimore & Ohio Railroad would lose its business under the application of the cost principle as between it and the roads north of it, it must accept less returns upon its business, and it must continue the struggle even though no more than operating expenses be realized, rather than submit to destruction without an effort at self preservation. This or something like it must be the inevitable result; for neither cities nor transportation companies can or will accept a principle which it can be seen in advance must build up some on the ruin of the others.

But when it comes to applying the cost principle to the several lines which serve the same city, it is at once perceived that the difficulties are insurmountable. The application must of course be made on estimates of probable results, and the estimates will have in view a percentage of profits which it is expected or hoped will be realized. But with four or more lines of very different length competing for the same business, it is evident that cost must have, when applied to their business, very different meanings. If the shortest and cheapest line makes its charges on a calculation of say ten per cent. profit, the longest and most expensive must conform to the charges, even though they be such as will insure no profit at all. One company may then carry at a cost which includes ten per cent. profit, another at a cost which includes say two per cent. profit, while a third barely pays its operating expenses and repairs, but still obtains the cost of moving the freight. Competition obliges the companies to take what they can get, and to satisfy the demands upon them from it; but when the cost standard is so uncertain and elastic that it may include profits when they can be earned, and must exclude them when they cannot be, it is evident that it cannot be a standard of general or just application. It is impossible that anything can be a governing principle, which, in the nature of things, cannot have the same meaning to the several parties who are to be affected by its application.

That the cost to the roads themselves of moving their freights, irrespective of profits to shareholders, has much to do in determining the charges is, we think, unquestionable. It certainly

must have influence so long as competition between lines exists, for the most economical line may fix rates on a consideration of what its favorable circumstances will enable it to endure, and all others must accept them whether they prove satisfactory or otherwise. One cheap line may thus give to a town the benefits of cheap transportation, not as an application of the cost principle, but because its favorable circumstances enable it to do so consistent with its own interests.

The idea was not put forward in any of the arguments that the application of the cost principle could be made universal, and that every railroad company should apply it in its own business as between the different kinds and classes of freight. The difficulty in doing this as a mere matter of accounting would be very serious ; but there would be other difficulties which would be more important to the general public. The chief of these would be this : that very many articles would not bear transportation for the very considerable distances for which they are now carried, if the charges upon them were graded strictly by the cost. If their bulk or weight is large in proportion to their value, they must be carried cheaply or they cannot be carried at all ; and freights are therefore classified in the tariffs so that the lighter, but more valuable, articles are made to bear a burden out of proportion to the cost of carriage, in order that the roads which carry them may be enabled at the same time to serve the public in the exchange of articles and products whose value will not admit of like charges. Some discriminations of this sort are essential to enable railroads to answer the expectations and meet the needs of the public. It must often happen, also, that where two or more roads are competing for a particular business, one of them must carry what it gets of it without profit, and must find its profit elsewhere. If the competition under such circumstances leads to the road carrying one kind of traffic at a loss, which is made up by an increase of burdens on the remainder, a wrong is done of which complaint may justly be made ; but there is no inherent wrong to any one in a road conveying without profit, but also without loss, a business which it must accept on those terms or decline altogether.

THE PRINCIPLE OF COMPETITION.

If neither distance nor cost gives us the governing principle, we must next see whether we are to find it in competition. In nearly every other kind of business the competition of those engaged in it is the great regulator of charges, and the operation of natural and familiar laws of trade prevents extortion and brings about substantial uniformity. Will competition do this in the business of transporting property by rail? If so, is not the competitive principle the true principle? And will not the competitive principle make cost and distance elements in the determination of rates, and allow to each its just value, according to the circumstances?

We should be glad to feel able to give to these questions an unhesitating answer in the affirmative. We have found, however, in the course of our investigations, that a species of competition has prevailed from time to time which has brought satisfaction to few persons, if any, and which has resulted in inequalities and disorders greatly detrimental to trade. Such competition exists when the railroad companies, or those who are permitted to solicit business and to make contracts on their behalf, set out with the determination to withdraw freights from their rivals, and secure them for themselves, at all hazards, and regardless of gain or loss; and when acting upon this determination they throw to the winds all settled rates, and in the desperate strife for business offer any inducement in their power which will secure it. The country not long since had experience of such a season, and everywhere we listened to complaints of the injury which legitimate business suffered from it. It was said by parties interested in transportation that the inauguration of such a strife put an end for the time to all possibility of calculating from day to day what would be the cost of carriage, and what could be safely paid or wisely accepted for grain, provisions, or other articles, destined to another market by rail. The control of railroad rates, and, to a large extent, of all railroad business, then passed out of the hands of the legitimate and regular corporate managers into the hands of solicitors for fast freight lines and other agents, who made from

day to day, and from hour to hour, such terms with those having business as would secure it, but generally made secret terms—that the bargain with one man might not prevent their driving a better bargain with another, as they might find opportunity. Under such circumstances persons were favored and localities were favored, when the object to be immediately accomplished seemed to require it—regardless of the just maxims of legitimate business, and of the rules of the common law, which enjoin upon common carriers that they shall deal with all customers upon principles of equity and relative fairness. Legitimate business, it was said, necessarily passes into an unsettled and speculative state while this condition of things exists; safe and close calculations are impossible; transportation becomes cheap, but neither producer nor consumer is certain to reap the profit, for the middleman cannot calculate upon steadiness in low rates, and as he takes the risk of their being raised upon him, so he is in the best position to appropriate the benefit while they continue. Meantime, railroad profits disappear, and dividends cease to be paid, to the great distress of thousands who rely upon them for their living; and every interest, in any degree dependent on railroad prosperity, must participate in the depression and disaster which accompanies the ownership of railroad shares.

The mere statement of these results is sufficient to show that this is not what in other business is known and designated as competition. Competition is the life of trade, but this is its destruction; competition brings health and vigor, and secures equality and fairness, but this paralyzes strength, and makes contracts a matter of secrecy and double dealing. In competition, the sound dealer, operating upon his own capital and upon well established credit, has the best chance of success; but in the sort of competition we have mentioned, it is found that the bankrupt corporation has the advantage, for its managers, having nothing to lose, may offer rates which solvent roads cannot meet without being dragged into bankruptcy with them. Railroad managers do not concede that this state of things is properly designated competition, but they speak of it as an unnatural condition of railroad hostility; as unreasoning railroad

warfare; as competitive strife, rather than competition. It is a state of things that, like a war between nations, from its very destructiveness, cannot be a normal condition, but must speedily terminate in peace or in disaster. It has usually been terminated by some common understanding between railroad managers upon a tariff of rates.

But this common understanding, it is urged, in some quarters, eliminates competition from the sphere of railroad business, and we escape the evils of competitive strife by embracing those of monopoly. This is denied by railroad managers, who insist that understandings respecting the reasonable management of their business are not only entirely consistent with competition, but that they are the only means whereby the excessive competition at some points can be prevented from operating oppressively at others. It is no doubt true that competition tends to produce some great inequalities, and that care ought to be taken to prevent this. It should never be forgotten that the transportation of property and persons by railroad is not exclusively a private business, but is carried on under franchises granted by the State, which confer upon the owners functions of a semi-public nature, and charge them with certain public duties. The railroad manager, operating under such a franchise, must harmonize the interest of his road with the public duty, and he cannot make self interest the exclusive guide, as a merchant may, or a farmer. One of the chief of these public duties is to make only reasonable charges, and to regulate and apportion these among the customers of the road, on principles of equity and relative equality. But the operation of competition is perpetually in conflict with this duty; it is felt unequally along railroad lines; it will be active at points where several lines can compete; it will be moderate at others where there is little to excite it, while at still others there can be no competition, because there is but a single road. But the capital of a railroad company is planted on a certain line; it must be made available to its owners there or nowhere; it cannot be removed when found unprofitable, as a merchant may remove his stock of goods; and the tendency of excessive competition is to cast the business of non-competing points a cost for transport-

tation which puts them to great relative disadvantage, and in extreme cases may prove ruinous. The local traffic is likely to experience this result most severely, and the more completely any particular line occupies a territory, the more is the local traffic exposed to peril. The New York Central Railroad with no connections west of Buffalo, would be a mere local road, and must find remunerative returns upon all its immense investments from the local business; as a great through line, it is enabled to cast upon through traffic a part of the burden which local traffic must otherwise bear; but if under the stress of unreasonable and excessive strife for through freights that class of freights is carried at a loss, this loss must either fall upon the corporate shareholders, or it must be cast by the corporation upon the shippers of local freights. It must be assumed that railroad boards will always seek to so arrange their tariffs of rates as to secure a satisfactory net profit; and if a part of the business pays too little, the remainder may be made to pay too much. This is not a beneficial result of competition, or one consistent with the obligations of the railroad companies to the public. No one disputes or doubts that for the general public the business of transportation by rail is in the most desirable state when it is so conducted that the charges for moving property are distributed with relative equality over all the business, so that a moderate profit may be reaped from all, and the support of the road, and profits to its owners, not be exacted wholly or mainly from one portion of the business to the exemption of the remainder. But it is only when it is in that state that railroad companies are complying with their common law obligation as carriers. If they are sacrificing the interests of one class of shippers in the reckless strife to obtain the business of another, it is plain that they cannot be dealing impartially or making charges which are relatively just. And certainly no city can be interested in having the trade which is nearest to it, and which is the trade of the people constituting its best and largest customers, sacrificed to the trade with the people at a distance, who deal with it much less.

It is a fact of which the railroad companies are entitled to the full benefit, that the charges for railroad service have

steadily declined, even when the railroads have been so conducted as to avoid competitive strife. Mr. Poor, in his summary of railroad operations for the year 1881, prepared for his Manual, gives some striking figures on the subject of rates, and shows that within a quarter of a century, the average charges for the transportation of property on three of the great railroad lines of the country have been reduced more than seventy per cent., and that the reduction has continued to go on until the present day.* Some of the reasons for the reduction are traceable to competition and some not. The growth of railroad business has kept pace with the reduction of the charges upon transportation, and the two have acted and reacted upon each other as cause and effect. When the merchandise or products of one section of the country, for which there was a demand in another, would not bear transportation at existing rates, the railroads have been compelled to reduce the rates as a necessary condition to obtaining the property for carriage; and the reductions which are made in

* "The internal commerce of the country, in all its vast magnitude, is a direct creation of our railroads, through the reduction they have effected in the cost of transportation. A good example of their method, and of its results, is afforded by the operations of the New York Central & Hudson River Railroad. In 1855, immediately after its consolidation, this road moved 670,073 tons of freight at a charge of \$3,758,320, and at a cost of \$1,539,912; the net being \$2,215,408. The tons moved one mile equalled 114,827,793; the charge was 3.270 cents; the cost, 1.341 cents; the net, 1.929 cents per ton per mile.

"In 1881 the same road moved 11,591,379 tons of freight at a charge of \$20,736,750, and at a cost of \$14,913,213; the net being \$5,823,537. The number of tons moved one mile equalled 2,646,814,098; the charge was .780 cents; the cost, .562 cents; the net, .218 cents per ton per mile.

"At the rate of 1855, the charge for moving a ton of wheat from Chicago to New York, a distance of 960 miles, was \$31.39; in 1881, \$7.51. The actual charge for the latter year for this kind of freight did not probably exceed \$4 the ton—the charge for freight in bulk on the long haul being much below the general average. It is certain that each year the railroad charged the freight traffic over it all it would bear. It had to meet a most vigorous competition from every quarter. It had to meet the exigency of the farmers of the extreme West, so that the wheat grower, first on the Mississippi River and then on the Missouri, nearly 2,000 miles in the interior, could send, at remunerative rates, his produce to market, foreign as well as domestic. Charges for transportation had to be, as they always must be, in inverse ratio to distance, or a limit would soon be reached and which freight, from excessive cost, could not be moved. It is with rail-

some cases from necessity are made in others from policy, because it is found that they stimulate industry, build up manufactures, and bring profits to the railroad companies in the great increase of business which is thereby prepared for them. In all these cases the common interest of railroad companies requires that they should yield to any public demand for the reduction of rates so long and so rapidly as they find they can do so with justice to their shareholders; and they have generally found that the net results were such as from a selfish standpoint would fully justify the reductions. Common understandings between railroad companies in many such cases might tend to equalize and steady the rates, but would be grossly impolitic and unreasonable if they were directed to the maintenance of such freight charges as would operate as a check upon transportation, and thereby reduce their own net revenues.

But there are influences bearing upon the charges for the transportation of property which are beyond the reach of the railroad companies altogether, and which no combination

roads as with all other kinds of business, the charges and prices must be so graduated as to allow a profit on both sides, and they will always be so graduated. Charges have been reduced to rates that were believed to be impossible a few years ago. In 1872 it cost the New York Central 1.129 cents to move a ton of freight one mile. In 1881 it received only .783 cents for a similar service, or .346 cents less than the cost ten years before. Such is the history of railroad transportation, and such the methods by which the enormous tonnage, and with it the internal commerce of the country, now so colossal in its proportions, has been created. In its reduction of charges the Central Railroad only represents the entire system of the country. The New York, Lake Erie & Western Railroad, in 1855, moved 842,055 tons of freight at a charge of 2.424 cents, and at a cost of 1.155 cents per ton per mile. In 1881 it moved 11,086,823 tons at a charge of .805 cents, and at a cost of .529 cents per ton per mile. Had it charged as much per mile in 1881 as it did in 1855, its receipts from freight would have been \$47,101,811, in place of \$5,473,313, the amount actually received. The Pennsylvania Railroad moved, in 1855, 365,006 tons of freight at a charge of 2.746 cents, and at a cost of 1.662 cents per ton per mile. In 1881 it moved 18,229,365 tons at a charge of .799 cents, and at a cost of .437 cents per ton per mile. Had it charged the same rates in 1881 that it did in 1855, its receipts for the past year would have been \$73,195,832, in place of \$10,801,089, the amount actually received. The charge in 1881 was .87 cents less than the cost of movement in 1872. The result of reduced charges is seen in the enormous increase of freight and of income—quantity making up for reduced rate of profits."

among them can control. The transportation of the products and merchandise which the different sections of the country exchange with each other is only in part in railroad hands, and the carriers by rail are at all times subjected to a competition which is not only active and vigilant, but is possessed of some most important advantages. It will readily be inferred that we allude here to the carriers by water. For the whole distance from Chicago to New York the owners of boats on lake and canal are bidding against the railroads for freights. Much of the time they are offering rates which the railroads cannot meet without loss, and during the season of water carriage they would take away from the railroads nearly all the heavy freights, if it were not that the more rapid transit by rail has some advantages of which shippers find it for their interest in many cases to avail themselves. But even with these advantages the railroads find themselves compelled to make their charges approximate the charges of carriage by water, or the great bulk of heavy freights will inevitably take the water route. Thus the competition by water operates in reduction of railroad tariffs, and no understanding among railroad managers can prevent it. When the Erie canal is closed for the winter the railroad companies are enabled to advance their charges; but even in the winter they feel the competition of the water route; for excessive charges will not be paid, but grain, flour, provisions and other heavy articles, instead of going forward by rail at what seem to shippers extortionate rates, will be placed in store until the water route is again open. Nor is the competition with the water route felt exclusively by the roads to New York; for unless the seaports to the south afford better markets for western products than is found at New York, which they seldom or never do, the roads leading to them will be cut off from carrying these products if their charges are made to exceed the charges to New York. The favorable influence of the water route upon rates is therefore felt all the way to the Ohio and the Potomac, and the maximum of rates is fixed for all the roads by the roads to New York, with which the water route comes most directly and immediately in competition.

Under the competitive principle, a maximum of rates is thus established, and the railroad companies cannot prevent it, whatever may be their desire. But distance, cost, and many other circumstances may then come in to force still lower rates on the lines to the cities south of New York. If it is found that the roads leading to Baltimore will not obtain a reasonable share in the business without offering better rates than are given to New York, such rates will certainly be offered. They will submit to the rates which give the business to other cities only until the trial proves the prejudicial operation. And when they reduce their charges, it will be optional to the New York roads to follow the Baltimore lead, and they may no doubt be relied upon to do so if their interests appear to require it.

But another most important factor in regulating freight charges is the export trade.

The prices of the leading American products, in the carriage of which the railroads compete most actively, are fixed in European markets. These products should net to the producer in the American market the foreign price, less reasonable charges for transportation and handling; and he is interested in having the trade open to the competition of as many buyers, and the transportation to that of as many carriers as possible. Of the Atlantic cities which compete for this trade Baltimore and Philadelphia are nearest to the producer, but New York and Boston are nearest to the foreign market. Much is shipped to each of these cities for home consumption, but the major part of all that they receive is destined to a foreign market. Some of it passes from Western towns on through bills of lading to foreign ports, but the most of it is consigned to the merchants of the Atlantic cities, and is reshipped by them. Except at Boston, it has been found impracticable to distinguish between that intended for home consumption and that for foreign shipment; and, therefore, no discrimination in freight charges is attempted, but all is charged as if destined to a foreign market. But when so treated, the Atlantic cities become merely so many points on so many through routes between the interior of the country

and the European ports, and the charges on shipments must regard the whole lines and not parts of them merely. On these several through lines, competing for the same business between the same interior American towns and the foreign ports, the whole charges, if the routes are equally favorable, must be substantially the same, or the one giving the best rates would obtain the business. The question of ocean rates must, therefore, have an important bearing on the inland rates; for if the ocean rates are greater from Baltimore to foreign ports than from New York to the same ports, the inland rates to Baltimore must necessarily be lower, or Baltimore will be excluded from the trade. Turning our attention, then, to the ocean freights, we find that during the year 1881, from Baltimore to Liverpool by steam and sail, they averaged nearly three cents per hundred pounds greater than from New York, and from Philadelphia nearly two cents greater. This is not conclusive of what they might be in another year, but it is indicative of a general condition of things. Besides this advantage in the ocean freights the New York route has a further advantage in the somewhat greater expedition. If, therefore, the railroads to Baltimore and Philadelphia were to charge for the inland carriage the same that is charged to New York, they must do so with the certain result of losing their present participation in the export trade. They must, therefore, of necessity, make their average inland rates at least as much lower than the inland rates to New York as will offset the differences in the ocean freights. This follows under the sway of competition from the same necessity which forces upon two merchants trading side by side in the same articles a concurrence in the same prices. Attempts by agreement or otherwise to counteract this law of competition would be of little avail, and of no avail whatever for any great length of time. All the leading articles of eastern bound freight would be affected by this principle, and this would be so large a proportion of the whole as to govern the charges on all.

The differentials then appear to us to find their reason in competitive forces. A brief reference to their history will

show that compact has not succeeded in controlling them. In 1869 there was an agreed difference in favor of Baltimore in the rates for the transportation of grain, of ten cents per hundred pounds. But the effort to sustain this difference led to a war of rates, as a result of which it was reduced one half. This lesser difference was maintained until 1876, when an agreement was entered into by the Trunk Line roads which based the rates on relative distances. But at the end of a month and a half the New York roads withdrew from this agreement, being satisfied that its operation was prejudicial to their interests. Then followed another war of rates, ending after a long struggle in the differentials now existing. The war of rates of 1880 was entered into to get rid of them, but it proved ineffectual, as before stated. They appear, therefore, to abide the tests of competition, and they have come, as prices generally do, under the exigencies of trade.

But it is, of course, possible that differentials may be just at one time and unjust at another ; and it is insisted on behalf of New York that, whatever may have been the case heretofore, the existing differentials are no longer just to that city, and are no longer such as would result from a competition not hampered and restrained by railroad combinations. For evidence of the injustice, we are referred to statistics, which show that the growth of Baltimore and Philadelphia trade, especially in grain and provisions, has in late years gained rapidly on that of New York. This, it is said, is proof that the differentials operate against New York interests, and the New York roads ought to abolish them by reducing their own rates until they conform to the rates on the lines leading to Baltimore and Philadelphia. This, it is insisted, is what fair competition requires.

It might, perhaps, be a sufficient answer to this demand, that the attempts heretofore made to force equality of charges, though long persisted in, with no small loss to the participants, proved unavailing. But passing that fact without further remark, we direct our attention to the evidences that New York has suffered from the differentials. These we have not found of much weight. It is certainly true that

Baltimore and Philadelphia have now a larger share in the grain and provision traffic than they had fifteen years ago ; but it remains to connect the fact with the existence of the differentials. For a long time New York nearly monopolized that trade ; but the reasons were obvious in its better channels of communication with the interior, and its greater preparations to accommodate it. When Baltimore and Philadelphia had extended their railroad systems, so as to compete for the trade, and had provided elevators and other conveniences, they immediately took a share in the business ; not because of the differentials, but because they were then prepared for it. But no evidences were produced before us that the Philadelphia and Baltimore business, to which the differentials are applicable, is now increasing more rapidly in proportion than that of New York, or that the growth of New York business is to any extent checked by them. On the contrary, there is abundant evidence that New York is fully maintaining its present lead, and that its trade is enjoying a growth so healthy and vigorous, that its commercial classes can well afford to regard, without envy or regret, the prosperity of other places, and may well concede to them, without repining, all the advantages which have come to them as a result of competitive efforts. The accompanying note will show the relative proportion of the total receipts of grain and flour at the four Atlantic ports which was received at each, and it will appear from the figures, that New York, during the last eighteen months, has gained on the others.* How far ephemeral causes have contributed to this gain we cannot know, but it is manifest that the evidence that New York suffers from the differentials does not yet appear.

As the interior is interested in the subject of differential rates, and as the sharpest competition in freights is encoun-

	1878.	1879.	1880.	1881.	6 mo. 1882.
*New York.....	56.	52.6	53.5	56.5	62.9
Boston	10.	10.6	11.7	14.3	16.8
Philadelphia.....	16.7	15.3	15.6	11.7	11.6
Baltimore.....	17.3	21.5	19.2	17.5	8.7
	<u>100.</u>	<u>100.</u>	<u>100.</u>	<u>100.</u>	<u>100.</u>

tered there, so that its commercial classes are in favorable position to judge of the forces affecting them, it has seemed to us no weak evidence of the justice and necessity of the differentials that the preponderating sentiment in the interior was strong and decided that the differentials were just. There was, indeed, some dissent, but this was the prevailing view.

In our discussion thus far, we have had but little to say of the case of Boston, or of the westward bound freights. As to the latter, some of the considerations above mentioned would not apply, but the differences are not sufficient, as we think, to relieve New York westward bound freights from the differentials. We were not invited by the commercial organizations of Boston to visit that city, and we refrained for that reason from doing so. We have reason to suppose that the seeming want of interest in Boston in the subject referred to us was due to the fact, that no one seemed disposed to make any controversy in respect to the rates to that city. Boston claims the same rates with New York on the export trade, and the other cities do not appear inclined to contest the claim. This makes the charges less on foreign bound freights than upon those delivered in Boston and other New England towns for home consumption; and to that extent works an apparent injustice. If the low charges on foreign bound goods have the effect to increase the charges on freights for home consumption, it is an injustice in fact; but if not, and the Boston roads consent to carry at the low rates as a necessary condition to participation in the foreign trade, the other cities cannot well contest their right to do so. As the ocean freights from Boston correspond very closely to those from New York, the principle already stated is applicable; and we have no occasion to consider the case of Boston separately.

CONCLUSION.

It only remains for us to state that no evidence has been offered before us that the existing differentials are unjust, or that they operate to the prejudice of either of the Atlantic seaport cities. Differential rates have come into existence under